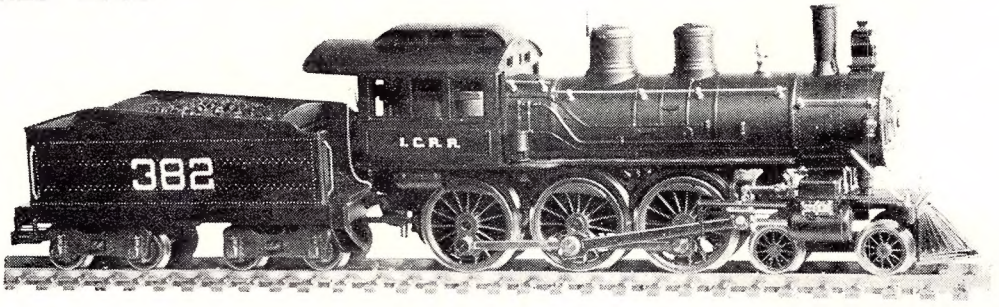
AUSTRALASIAN MODEL RAILROAD MAGAZINE

November/December, 1969
Vol. 4, No. 6
Issue 41
30 cents

Registered at the G.P.O., Sydney, for transmission by post as a periodical

SOMETHING NEW FOR OLD-TIME FANS!.....

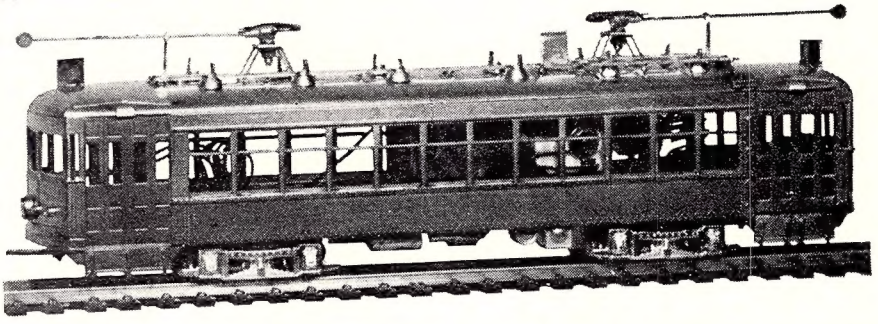
POCHER "CASEY JONES" LOCO



Modellers fascinated with the Casey Jones legend can now own a model of the loco that Casey rode into history on April 30, 1900. Pocher capture the handsome lines of the stately Rogers prototype in a smooth running model that should prove a must on any vintage pike. Finely detailed plastic body with brass handrails, bell, whistle, safety valves and a working headlamp. Weight 9½oz. Length 8½in. **PRICE** **$32.50**

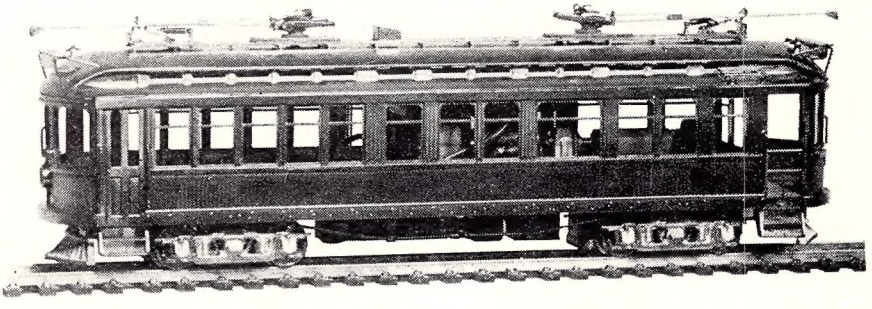
AND FOR THE TRACTION ENTHUSIAST.....

SAN DIEGO "400" SERIES CAR



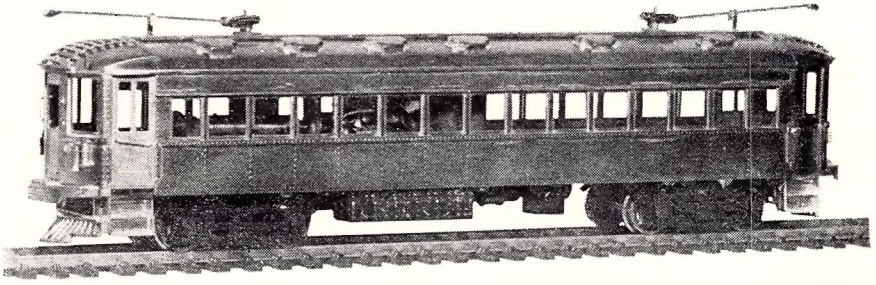
Of pleasing symmetrical appearance, these cars were introduced in 1923-24 and were fast and modern in every respect, controls providing for M.U. operation in trains of up to 5 cars. Kumata's model is finely detailed and is fitted with insulated trolley and working headlights. Unpainted, ready-to-run. Length 6½in. Weight 8oz. **PRICE** **$45.90**

P.E. "950" CLASS CAR



All the fine lines of these distinctive 1907, 48ft. wood inter-urbans have been captured in these all-brass models. Like their prototype, the models look great in trains, bearing commuters down city streets or streaking along a private right-of-way at speed. These models feature a smooth running direct drive and enclosed gear truck. Unpainted, ready-to-run. **PRICE** **$32.50**

NORTH SHORE "737" SERIES "SKOKIE COACH" AND "737T" TRAILER



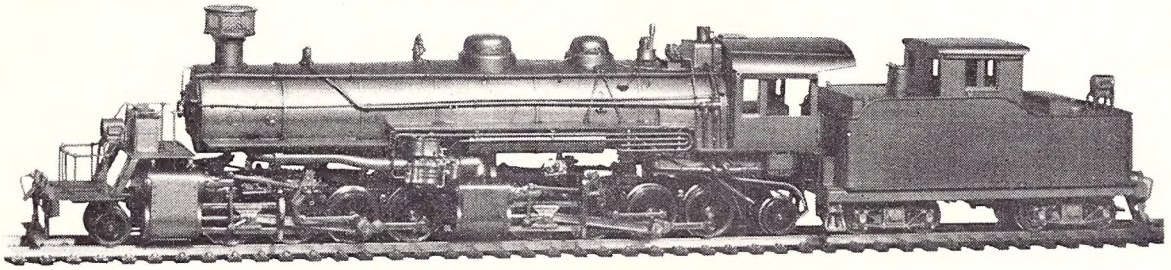
The North Shore "Skokie Coaches" were so named because they were normally assigned to Limited service on the Skokie Valley route between Chicago and Milwaukee. The models will please the discriminating modeller who appreciates fine work and detail. Unpainted, ready-to-run.

737 "Skokie Coach", powered.
PRICE **$39.00**

737T "Skokie Coach", trailer.
PRICE **$31.60**

FOR HO LOGGERS.....

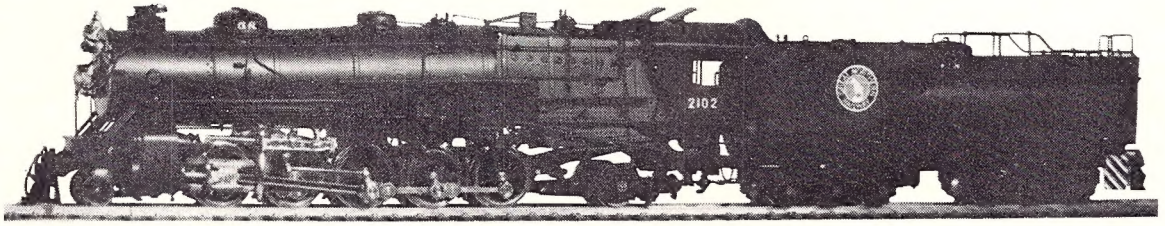
N.S.W.L. WEYERHAUSER CLASS 200 2-8-8-2



In 1928, Weyerhauser Timber Co. asked Baldwin to design a 2-8-8-2 for 60lb. rail. The two locos subsequently produced were the largest ever built for a U.S. logging railroad. The model features lost wax details, pre-blackened frames, removable spark arrestor, 12v. D.C. Permag ball bearing motor, 48in. drivers all powered, sprung unpainted ready-to-run. Length 12½in. Weight 26oz. Minimum radius 22in. **PRICE** **$139.00**

A DE-LUXE MODEL.....

TENSHODO GREAT NORTHERN CLASS "Q-1" 2-10-2



The most exquisite models produced by Tenshodo are those of the "Crown" series. The "Q-1" illustrated here is such a model. This locomotive is unsurpassable in both operation and appearance. Full use is made of the finest castings available and authenticity of detail is assured, from the compressors and feed water heater under the running plate, right down to the hinged stack cap and elevated cab-roof vents. The Tenshodo mechanism assures smooth running at the slowest speeds and sufficient power for the longest "drags". Length 14in. Weight 36oz. Painted, ready-to-run. **PRICE** **$145.00**

Other News from "THE DOCKYARD".....

New arrivals in the P.F.M. HO brass locomotive range include very limited stocks of the fine Centennial Set @ $117, as well as the 'Crown' N.P. 2-8-8-4 "Yellowstone" @ $230. The 'United' D. & S.L. 2-6-6-0 will be to hand by the time these notes appear in print, whilst our first stocks of the 3-Truck Pacific Coast Shay are expected about November. Meantime, stocks of the magnificent new 13th Edition Catalogue are available for immediate supply @ $1.80 . . . In the Balboa HO brass range, our latest delivery from Katsumi includes some important new developments: EMD 'E-8' G.N. 'Empire Builder A & B Units @ $65 and $29.55 ea. respectively; S.P. 'GS-2' 4-8-4 Loco & Tender @ $134.50 and U.P. 4500 h.p. 'Veranda' Turbine, painted and lettered @ $131. E-8's in N.Y.C. and S.P. 'Daylight' heralds are coming about the end of the year. Also, Westside S.P. 'TW-8' 4-8-0 and S.P. 0-6-0 Shop Switcher . . . From Kumata, new deliveries include: Alco Models G.E. U25B Diesel Loco @ $51; Alco RS-18 High Nose Diesel Loco @ $51; more of the popular Red Ball F-M 'Train-Master' Diesel @ $48.20 and the new 'Baby Trainmaster' at the same price . . . For the HO traction fan, new deliveries include Brass Span Poles, with locking nuts @ 30c ea. and in addition to the fine new models illustrated above, stocks of the new P.E. 291 Huntington Standard Car @ $34.70 . . . New in the range of authentic HO brass caboose cars, comes the P.R.R. 'N6b' wood type Body, with centre cupola @ $14.80, less trucks . . . For our new and enlarged Price List covering all HO and HOn3 brass locomotives and rolling stock, send your request with large stamped S.A.E. Ask for separate Tenshodo List, if required . . . Further 'HELJAN' HO and N scale plastic kits are to hand, including many new items in both scales. For details, obtain our new 'HELJAN' Price List, available for a stamped S.A.E. . . . For O gaugers, new arrivals in brass models include the B. & O. 'C-16-a' 0-4-0 Switcher (with Slope Back Tender) @ $129, P.R.R. 'C-1' 0-8-0 Switcher @ $246 and the 'Pregnant Whale' Tank Car, less trucks @ $23 . . . From Peco, first stocks of the long awaited Double Slip have at last come @ $8.75. In N scale, the same factory have now delivered Arnold type De-couplers @ 65c per pair . . . First stock of Marklin's new Catalogue will be available by the time this issue is out. This illustrates many fine new items, several of which are already available, including the new style track . . . For those in HO painting brass steam and diesel locomotives, and requiring suitable decals, we are now carrying almost the full range of Champion HO Loco Decals. 'Check your needs from the full Catalogue, together with Price List; post paid @ 84c . . . To assist those in HO wishing to obtain accurate trestle bents, we are now offering Bents in three handy sizes. All of 5 column pattern, these are of stained, milled wood construction: 20ft., 2 storey @ $2.55 per pair; 30ft., 3 storey @ $3 per pair and 40ft., 4 storey @ $3.60 per pair . . . British prototype fans working in N scale will welcome the arrival of the new Peco Minitrix Passenger Coaches: No. 2928 B.R. blue/grey Composite Brake; No. 2927 B.R. blue/grey Composite Corridor Coach; No. 2921 B.R. maroon Composite Corridor Coach; No. 2922 B.R. maroon Composite Brake; No. 2923 Orig. Western region livery Composite Corridor Coach; No. 2924 Western region Composite Brake; No. 2926 Southern region Composite Brake and No. 2925 Southern region Composite Corridor Coach. All $2.25 each . . . Following many long delays, Olympia are expected to ship stocks of the painted and lettered HO P.R.R. 2-8-0 'H10s' Loco & Tender during November. Price will be $88. To follow, also in painted and lettered finish, will come the B. & M. Class 'R1-D' 4-8-2 @ $168.95. Meantime, production has already commenced at the works on a re-run of both the 'Birdie' 0-4-0 Loco & Tender and Vulcan 0-4-2T, both of which will be released later in the year.

Sole Agent and Importer:

THE MODEL DOCKYARD PTY. LTD.

216-218 SWANSTON STREET, MELBOURNE. 3000 ——— **663-3505**

A.M.C. FOLDERS CURRENT AT THIS DATE

No. 1 'Up the Hill — Down the Dale' HO/OO Natural Scenic Features.

3 HO/OO Passenger Rolling Stock. Roundhouse, Rivarossi, K's.

6 HO/OO Rivarossi Spare & Repair Parts.

7 HO/OO Super Quick Kits.

8 HO/OO Construction & Repair Parts Division, Romford, Jackson, K's, Gem, Sentinel, Hamlings, Erg, Materials, Screws and Tools.

10 HO/OO PECO.

11 HO/OO ATT, Roundhouse, Ratio & Jackson.

12 HO/OO Rivarossi Locomotives & Power Cars (fully illus.).

13 HO/OO Scenic Division Price List.

14 HO/OO Rivarossi Full Price List.

15 N Atlas.

Coming — Signals & Signalling; N Gauge Full Retail Price List. Ask for them at your Hobby Shop. They're free. Ask also for latest issue of 'Model Railway Newsletter' —it so so practical. You may subscribe to our Full Publication Service covering Newsletters and Folders as issued, by mail, $2.50 per annum.

ATLAS IN "N" GAUGE

A very exciting range of new lines is boiling up from Atlas, and with some revised (lower) prices possible and in operation it can now be said to be Medium-Priced, High-Quality Range—with Spare and Repair Parts available.

CATALOGUES NOW AVAILABLE

PECO covering N, HO, O and narrow gauge, 50c; Arnold Rapido N Gauge, $1; RIVAROSSI (New), 1969-70, 55c (postage 20c extra); ATLAS N, 30c; KIBRI covering HO & N, 15c.

OF INTEREST TO "O" SCALE AND "O" GAUGERS

If we have not already been in touch with you, then we suggest you contact us, as it means we do not know of you. Samples of the "Rivarossi" Casey Jones ready-to-roll and kits have been sighted and Jim Grant has made up a powered model from a kit. It runs beautifully on Peco Track. Ready-to-roll models can be seen at Hobbyco, Fantastic Hobbyshop, Austral Modelcraft, Model Centre or McDonagh's (Gunnedah). Several other dealers have indicated a willingness to buy in to meet orders. Stocks should start to arrive in January. R. B. (Dick) Gutteridge has agreed to act as editor of the O Gauge news and notes folders to issue, and will be supported by Gordon Parker (Brisbane), Ian G. Weickhardt (Vermont, Vic.), and Broughton Boydall (Scaddan, W.A.), and, we hope, a volunteer from N.S.W. and S.A. Please write to us.

WOULD YOU LIKE TO WORK WITH US?

It is regretted that some letters have not been answered promptly of late, and in fact some have not been answered at all. The trouble? We need another staff member, and we'd prefer that he have the tradition of Model Railways running in his veins. If you have inbuilt wire springs (or the equivalent), can type (even one finger!), are 100% inherently honest, would like to live in the clean fresh air of a modern Provincial city, where you can reach your work in five minutes, can do something really well in the fields of accountancy, typing, advertising, lithography, carpentry, photography or engineering and would like to work with Model Railways and us . . . please identify yourself, and let's talk about it.

AUSTRALIAN MODEL CRAFT CO.

Box 118, P.O. Albury, N.S.W. 2640

Phone: Albury 21-2473 :: **Telegrams: AMRIANA, Albury**

The Australasian **MODEL RAILROAD** Magazine November/December, 1969 Vol. 4 No. 6 Issue 41

The Official Journal of SCMRA in Australasia; incorporating the YARDMASTER, The Bulletin of the Sydney Model Railway Society

ARTICLES

8 **A RIVETED REFRIGERATOR CAR, by Rodney Tonkin.**
An interesting conversion by this well-known modeller.

10 **LAYOUT 3, by Chris Pratten.**
Pratten's pattern for a new layout.

15 **PASS EXCHANGING, by Ralph Holden.**
Some of the traps of pass exchanging explained.

16 **AUTO-SHUTTLE, by Graeme Breydon.**
A useful idea for an independent branch.

17 **HOUSEHOLD HINT.**
With a hint like this, the author wisely wants to be anonymous.

18 **WORKING WITH POLYSTYRENE, by Max Chaseling.**
Hints on the building of scenery with modern material.

REGULAR FEATURES

6 Editorial.

7 Armchair Review.

22 Mixed Gauge.

23 Mail Bag.

24 Club Car.

25 Yardmaster.

26 Market Place.

EDITOR-IN-CHIEF J. T. St. Leger Moss.
ASSISTANT EDITORS P. R. Woolley, T. N. Carpenter.
ART DEPARTMENT Norman Couglan, Ivan W. Ive.
COPY DEPARTMENT J. J. Bevan.
CIRCULATION & DISTRIBUTION A. E. Hunt.
CORRESPONDENCE P.O. Box 204, Kings Cross, N.S.W. 2011.

Published bi-monthly by S.C.R. Publications, P.O. Box 204, Kings Cross, N.S.W. 2011, for the Southern Cross Model Railway Association Inc. All rights reserved. Registered at the General Post Office, Sydney, N.S.W. for transmission by post as a periodical. Printed by Publicity Press Ltd., 29-31 Meagher St., Chippendale, N.S.W. 2008. Subscription by mail: $1.80 Aust., N.Z., T.P.N.G., Elsewhere — A$2.80 per annum. Make cheques, etc., payable to S.C.R. Publications, Sydney, N.S.W.

EDITORIAL

December is the time of year when traditionally, we settle back and think about the events of the past year. These twelve months have seen some interesting new developments in the Australian scene. Probably the most noticeable is the development of Australian-produced models of Australian prototype. But what of the future of these producers?

This year hasn't been the first when such kits were available. During the late 1940's and early '50's, there were Australian kits being produced. As none of these items lasted through to the present time, it must be a surprise to young readers, and it is interesting to reflect on why earlier attempts failed. Who can say what the future holds for the current batch of producers?

When the first line of kits came on the market, there were strict import restrictions. This resulted in a producer's sale—which didn't take into account the developing techniques of overseas producers. As soon as the restrictions were lifted, modellers discovered they were able to purchase models of good detail at a reasonable price. The local manufacturers were unable to maintain their production during the time when people spent their money on the new novelties, rather than spend more on the local models, which resulted in the local people shutting their production lines before they were forced to. Not only had they not been able to ride the momentary drop in trade (and there is no reason to believe the drop would have been anything but momentary), the locals were unable to adapt quickly enough to the new methods being introduced overseas.

By now, many readers will say there is no similarity between that situation and the one which we have today. To be sure, there are no import restrictions in Australia, and we are able to get all the items our distributors care to import. There is little likelihood of a similar situation.

However, there is another threat. The big overseas producers are looking for new models every year. The Europeans now seem to be producing models of every wagon currently operating on the railways of the Continent—including the U.S.S.R.!

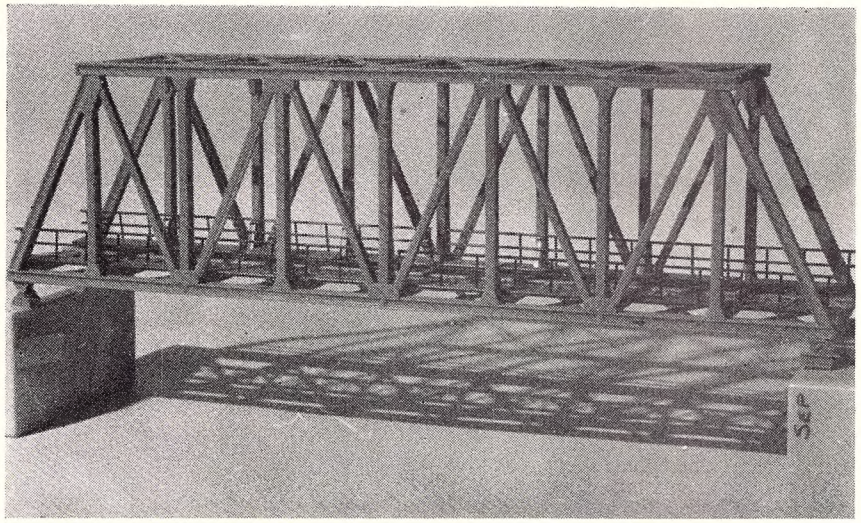
Of most European producers, Marklin found it was worth while to produce not only for continental Europe, but introduce models of British Rail equipment as well as models of North American prototype. These were surprising items as the Marklin System is one which has a very small following—comparatively speaking—outside the Continent. It is doubtful if either the British or North American models actually did very much for Marklin sales beyond its home base. As we have often mentioned in the pages of this magazine, there is an extraordinary trend to the production of the exotic prototype in Europe. This is also evident in the North American market, although it is not nearly such a strong trend there.

It would seem, therefore, that European modellers are looking for something different. This is because there is a huge amount of equipment available to the European modeller. He can build up a very large rolling stock roster in a very short time, finishing up with a layout barely different from anyone else's.

It is possible that as our own producers create a market—and in effect do all the footwork in establishing a demand—the big European manufacturers will step in with their own production of models of Australian Railways. They must surely be aware that the models they are already selling in Australia are just a trend. As Foreign Railways develop in Europe, they might as well cash in on the market there is in Australia!

It is necessary for the local people to think about improving their models and their production techniques as quickly as they can afford to. Otherwise, history will repeat itself!

ARMCHAIR REVIEW



Vollmer Truss Bridge Cat. No. 2506. Supplied by: E. G. PAGE & CO., Sydney. Scale: H.O. Price: $5.28.

Bridges are a feature of most model railway layouts, but it is rare to see a bridge in model form which is actually structurally sound. By this I mean that if the bridge was expanded to full size, it is unlikely that it would support the trains which run over it. Why this should be so is a puzzle, there are many publications available which describe bridge construction. For a manufacturer to make errors in the basic design of a bridge seems unbelievable, yet this seems to be the case with this model. More of this later.

The bridge kit was easy to put together, and when assembled we had a Warren Truss bridge with about 100 foot span. The bridge had a fully detailed deck, and top bracing, whilst the clearances on the bridge should be adequate for most rolling-stock. No track is included but this is easily inserted and could be fixed in position with a contact adhesive. What is included in the kit, however, is a length of plated wire, for use on systems which use catenery electrification.

Having built the model we decided that something about it did not look quite right, and we set out to find a bridge of Warren Truss design, we could not find one, nor could we think of anywhere where one is used. Regardless of the fact that this model looked excellent there was something about it which did not seem strictly accurate. So we did a simple load test, and found that certain of the girders gave out under load. Now this does not mean that the bridge in normal use on a layout will collapse, but we do wonder as to just how long it will stand up to continuous traffic with heavy brass models of North American prototype locomotives. We were able to straighten the bent girders, and we have every intention of using this bridge on a layout which the reviewer is presently constructing, and heavy equipment will cross this bridge so that sometime in the future we will be able to report further on this matter.

Of course we could have put it together incorrectly, which seems doubtful as the instruction sheet is very easy to follow. But if this is the case then we will have no alternative but to eat our words. In any case, if the bridge kit is wrong, we must say that at least it does bend where it should, and that is saying something for prototype accuracy.

Flashlights on Steam by Len Whalley. Published by: Ruskin Publishing Co., Melbourne. Available from: All good book sellers. Price: $4.75.

"The cry of the flyer trains through little wayside stations" is a line in a song from many years ago. There is a fascination about railways at night, and photographer Len Whalley has been able to capture this atmosphere in his photographs. In his preface to the book, Mr. Whalley explains his feelings in the following way: 'the station yard (is) transformed into a fairyland of colour signal indications interwoven by dual ribbons of silver.

The above quote is indicative of the quality of the writing of the stories — they could hardly be called captions which accompany the photographs. The text, and the quality of the photographs, lifts the book out of the usual category of productions of this nature.

It is possibly unique if for no other reason than it is not produced by one of the rail-fan organisations.

But the author is no ordinary rail-fan. He is the official Publicity Photographer for the Victorian Railways, and he learned the technique of night railway photography under the guidance of the New York professional Winston Link. Mr. Whalley shows he learned his lessons well! the photos in this book show a depth of feeling which is conveyed to the most unrailway person.

The title of the book is not truely accurate, 'Railways at Night' could have been more appropriate. Of the sixty photographs, most are of steam engines of the four eastern mainland States, but there are photos of railcars and diesels assisting steam engines, but best of all there are scenes of behind the scenes of the railway at night. One such photograph is simply a portrait of a set of scales at Willow Tree, N.S.W. Of the photographs of locomotives and trains, there is one which can never be repeated: a large 1½ page scene of 'Essington Lewis' and a train of VR passenger cars jamming up the Saturday night traffic on Ellen St., Port Pirie.

Another feature of this book which puts it out of the straight pictorial record class is the inclusion at the back of the book, of the technical details of all the photographs.

This book is worth every cent of the purchase price, and the publishers are to be commended for its production, and it is to be hoped that the success of this book will bring us more of this type.

1970 Steam Calendar. Produced by: The Australian Railway Historical Society — Newcastle Branch. Price: $1.15, posted in a crush-proof tube.

Despite its name, we have found that this calendar uses absolutely no steam, or any other form of outside power. It could best be described as being of the 'Armstrong' type as no mechanical assistance is given to change the pages. A check on the accuracy of the calendar reveals that in its day/date/month structure, is in complete agreement with all other calendars which we have seen for the year 1970. What does make this production a little different from the normal is, that although there are photographs on both sides of the pages, they have been arranged in such a way as to make it possible for them all to be used as individual pictures at the year's end.

The photographs are well worth keeping, as they are all new, and of steam engines hauling various types of trains in all parts of the country. The captions are well written and give

a description not only of the train but also of the location.

You need a calendar, and this one can be obtained easily by writing to:

The Assistant Secretary, A.R.H.S. Newcastle Branch, 2 Rockleigh St., Thornton, N.S.W. 2322, or from any branch of the Australian Railway Historical Society.

Vollmer Old Time Station. Cat No. 3600. Scale: H.O. Supplied by: E. G. PAGE & CO., Sydney. Price: $7.75.

This kit is a good example of how a manufacturer can produce several kits by using the same basic components. Close inspection of this kit reveals that it is in the main the same kit as that which we reviewed last issue as a facory kit no. 5610.

A different roof and trim disguises this kit from the other so effectively, that the two buildings could be placed close together and they would not be recognisable. This similarity is not a bad thing in any case, as it does give the feeling of a definite period to a layout. This is very hard to achieve as a rule, especially when the modeller uses plastic kits. So many these days are of the ultra-modern design, which is quite appropriate in Europe, where there has been a great deal of rebuilding. In Australia however, the majority of buildings around railway property are of an older period.

This kit assembles into a fine station about 70ft. long, 40ft. wide and 37ft. high, including the platform.

Whilst this kit does not assemble into a station of typical Australian design, there are a number of the larger country towns which do have buildings which are of this era. Because of this it is most appropriate for a model layout, as the building would be most suitable for the type of station which is represented in model form; that of a large town rather than a major city.

Christmas Cards and Post Cards. Produced by: Puffing Billy Preservation Society. Price: 18 cents and 10 cents respectively. Available from: PUFFING BILLY SALES, Narrow Gauge Station, Vic. 3160.

As a direct result of our comments about cards in the last issue, we have been sent a number of cards from the Society. In a covering letter it was pointed out that the Society found it uneconomical to produce cards with special scenes, and so they have produced a range of cards using the familiar coloured postcards of scenes along the Puffing Billy line.

This is a very wise move on the part of the Society as they are used as a money rasing activity, and there is every reason why this should not be done as economically as possible. This is not a euphemism for cheap. The cards are no different in their format than a lot of cards carrying Australian scenes which are available in stores all around the country.

The text on the cards reads: "Best wishes for Christmas and the New Year". This is on all the cards. There are four scenes available: Monbulk Creek trestle, Belgrave Station, Clematis Station, and Menzies Creek. All these secens, of course, include a train as the main subject.

Inside each card there is a description of the scene so that people who do not know the line are not left in the dark as to what they are looking at.

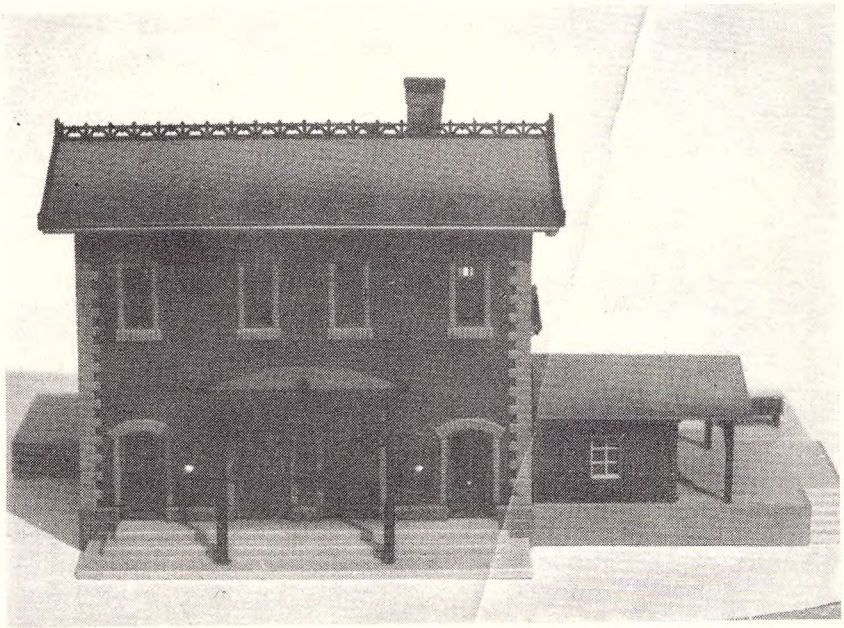
It will be too late for these cards to be used this Christmas, but we are told that these same cards will be available next year, so there is no reason why this little piece of Christmas shopping cannot be done early for 1971.

We also received a range of postcards which is too great to list here, but they are all in colour and are well printed, and accurately coloured. If anyone is looking for some cards of the local scene to send overseas, here is your supply. A full list of the items available is obtainable from the Society's sales office, but we must remind readers they are a voluntary organisation with considerable expenses, and it is requested that stamped addressed envelopes be sent for your reply.

Tram Plans. Available from: THE TRAMWAY MUSEUM SOCIETY OF VICTORIA, 143 Bambra Rd., Caulfield, Vic. 3162. Price: Average 30 cents, plus postage.

This group of tramway enthusiasts has produced a wide range of plans of the trams of the Melbourne and Metropolitan Tramways Board. These appear at first glance to be similar to the line drawings which are available from most railway administrations, but closer inspection will reveal them to be new drawings. The official plans have been used as the basis of these drawings, but all known errors have been corrected, and many of the modifications which have not been incorporated into the official drawings have also been added. In some of the earlier types of cars there are no longer official drawings available, and in this case completely new drawings have been made.

Plans available include the following classes: L, X, VR, PCC, W7, W2. A companion photo service is also operated by this organisation.



TT Gauge Modellers

Would you like to change from your present scale but think you have too much track? Have you thought of 3ft. 6in. gauge railways?

Quality Right

HOn3½ kits will get you started. Models of Queensland Railways

'CO' and 'QLX' class goods vans are now available $3.15

Trade enquiries: Quality Right Models, 36 Poinciana St., Inala, Qld. 4077.

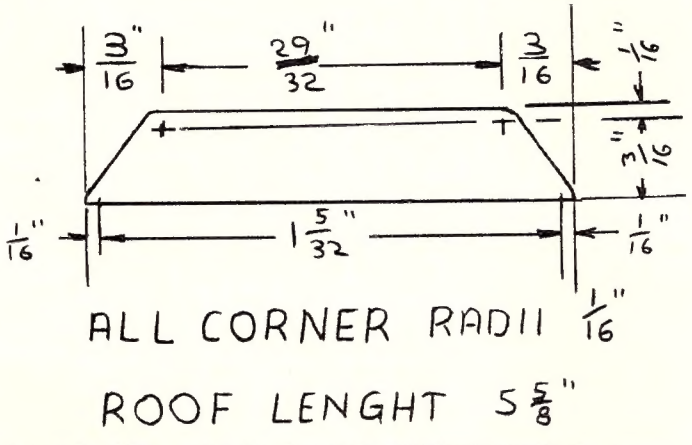
A RIVETED REFRIGERATOR CAR

by Rodney Tonkin

In the March/April edition of the magazine there was a plan of the NSWR class TRC refrigerator car. This car is quite common on the N.S.W. system, but having riveted sides it is rather difficult to build from scratch. However, a good representation can be made by modifying a North American type reefer. These are readily obtainable, as they are produced by most of the manufacturers who make cars for the American market. The one which I used was by Athearn. The conversion is not difficult, and as it involves little cutting of the original model, even if you are not satisfied with the result you still have a usable piece of rolling stock.

If the car you are going to convert is a kit, leave it disassembled. If you are using an old car, remove the roof and ends. With a sharp modelling knife, cut off the ladders and the grab irons from the sides. Don't use a razor blade for the job, as you have little control over what you are doing. Smooth the areas down, so that they are smooth with the surrounding surface. The only other thing you have to do to the body is remove the lettering. This can be done by wiping it off with a cloth moistened with methylated spirits. This will remove the lettering but not the main body colour.

The roof is shaped from a piece of $\frac{1}{4}$ inch balsa to the shape shown on the diagram. The length of the roof is a scale 38ft. long, but it is better to shape a longer piece of wood than this, and you can cut it to length when you have the shape you need. Fill in the end grain of the block with wood filler, and sand it back smooth: remember this is a steel car, so do not have any of the grain showing. You can get wood filler at any hardware store. Cover the roof with a sheet of paper to hide the grain there. Glue it down with Aquadhere, and be sure to remove all traces of excess glue, and all the air bubbles.



While you are waiting for the roof to dry, from a sheet of 1/32in. balsa, cut three strips 1/16in. wide and 5⅝in. long. While you are cutting the balsa you can cut out eight pieces a scale 3ft. x 2ft., these are the ice hatch doors, and two pieces a scale 7ft. 9in. x 8ft. 9in., these being the ends.

Now is as good a time as any to make up the ends. First of all fill the grain with wood filler and sand it back. Alternatively you could make the end up using styrene sheet rather than balsa. The ribbing on the ends are made from ⅛in. balsa, or made up from styrene, and are a scale 8ft. 5in. long. These ribs are tapered; a little careful sanding will make the shape, it will not matter if it is not exact. Fix these to the ends in the positions shown. While the ends are drying you can go back to the roof:

Mark the centre line of the roof and fit the roof walk supports. These are small pieces of 1/32in. balsa a scale 1ft. 6in. long, and about 1/32in. wide. They are fiddling things to put on, but they must be there or the roof walk will not sit flat. When the glue is dry, mount the roof walk—that is the three long strips you cut earlier. Then glue the ice hatches in position. Hatch hinges can be made from ¼in. staples cut in half. At this stage you can also fit the step platform which mounted on the end of the roof. You can make it up from card and copper wire.

Fit the ends to the car, and when they have been glued in place, glue the roof. Then fit the grab rails and ladders as shown on the plan, and the car is ready for painting.

As you will see on the plan there are three colour schemes in use, but all are quite simple. These cars are loaded with ice through the roof hatches which means that there is a considerable amount of dirt washed down from the roof, which giving the cars a rather streaky look after being in traffic for a little while.

Fit couplers of your choice, and the car is ready for service.

ECON-MODELS

The newest name in Australian modelling. We have cut out the fancy packaging to bring you a kit you can afford.

NSWGR
FO class open end passenger car
$2.75

Available by mail from:

Econ-Models
52 Eyre St., Malabar, N.S.W. 2036
and from major hobbyshops in Sydney.

layout - 3

by Chris Pratten

As you can gather from the title, this is the story of the planning of my third, and, I hope final, layout. My first layout was a two rail 0 gauge affair built in the immediate post-war years when I was still at school. It was laid on a plywood baseboard in the loft of the Sydney home of my grandfather. The motive power was a lone 0-4-0 Hornby clockwork, converted by a friend to 9 volts AC, and with a large switch on the loco for reversing. It was a most unusual piece of equipment, but in those years one was thankful to have any form of model railway. This layout, well it was to me, remained in operation until I left Sydney for the bush. It was then dismantled, and model railway operation was abandoned for quite a period.

So long was the period, that my next effort was precipitated by my wife, who brought me some model railway books back home after a visit to Sydney. These included a small handbook outlining the latest developments of the trade in British 4mm scale equipment. What a surprise this was — the range of models available quite astounded me after my long period away from the hobby. As usual I was faced with a space problem and so I began by building sections of the new layout so that I could put them all together when we moved into our present house. Photos of this layout appeared from time to time in the Scenic Route of the magazine. But, as time progressed I became more and more dissatisfied with the layout; some of the reasons were outlined in an article in AMRM in Nov./Dec. 1965, and work was suspended.

The reasons were basically that the curves were too sharp, the minimum radius curve was 24 inches; not really sharp by some standards, but not suitable for what I expect from a layout, and I was having difficulty with points. The result was that I had poor current collection and bad running. I continued to operate the layout for some time, but eventually my family needed somewhere to sleep, and so the layout was dismantled, and the room used for more mundane things.

The result of the second layout was for me to decide that when I started construction on another, I would require more space. I wanted gentle curves and an air of spaciousness, something which is often lacking on model railways. In the times when I have not had a layout, I have constructed many models of NSWR rolling stock, and I also started to construct a model of our local station — Borenore. Naturally I wanted to incorporate this into the main layout. I also felt that it would be a good idea to have this station detachable from the rest of the layout so that I would be able to exhibit it, if the work reaches a sufficient standard of proficiency.

This scene, I have built using Peco streamline track, and Shinohara points, mounted on a roadbed of gasket cork glued to Pyneboard. This has resulted in what seems to be a good strong track-bed, and with ballast added, gives a realistic appearance: I cannot see any reason for not standardising on this arrangement. There is no doubt that hand-laid spiked track looks much better than the flexible ready made track, but I think that it is impossible to hand build everything and achieve any sense of progress. One has to accept some compromises, and this is especially true when one has only limited time.

During this interim time I have also constructed, nearly so, a N.S.W.R. type coaling stage. It is one of those with a long approach road for the coal trucks, and is based on one at Parkes, although with reduced dimensions, which enables it to fit on a six foot long piece of board. It has been built in Balsa and should prove to be

KEY

A — Main Terminus
- 1. Coach storage
- 2. Station pilot
- 3.
- 4. Loco road and coach headshunt

B — Marshalling Yard
- 5. Coal loading cranes
- 6. Tug
- 7. Collier
- 8. Goods loop

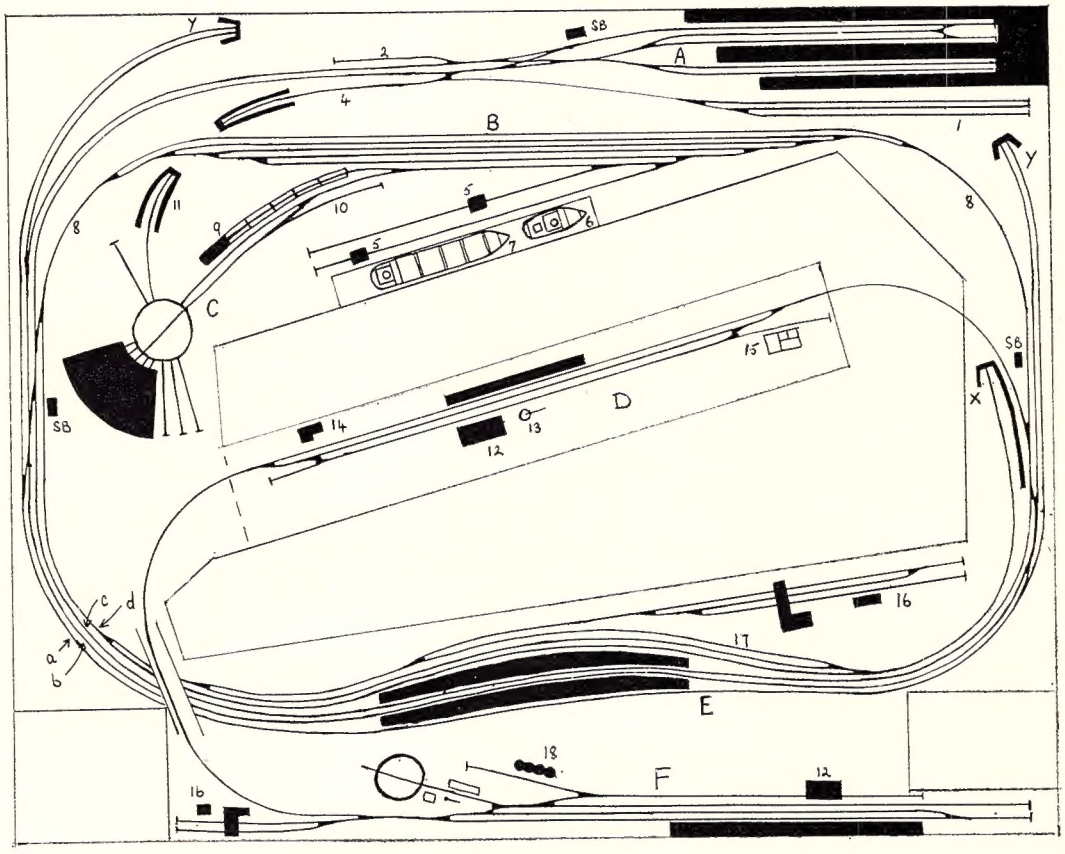
C — Loco Depot
- 9 Coal stage
- 10. Garratt road
- 11 Loco dive

D — Borenore (scale model)
- 12. Goods shed
- 13. Crane
- 14. S.M.'s residence
- 15. Stock yards

E — Through Station
- 16. Colliery
- 17. Coal roads

F — Country Terminus
- 18. Silos

SB Signal box
a Up relief
b Up main
c Down main
d Down relief
X To reverse loop



a very interesting and useful piece of lineside scenery.

Over the years, in my quest for space, I have contemplated the construction of a layout shed in the back yard, but I doubt if this would see little use during the cold winter months we experience in the Central West of New South Wales. So eventually it was decided that it had to be the garage, a lovely area 20 x 16. The builder who did the transformation, did an excellent job, outlining as he went all the uses that the children would put it to as they grew up: I didn't have the heart to tell him the real plans ahead. The car has now been relegated to a cloister-like carport. This seems quite appropriate, as there always has seemed to be an affinity between the clergy and model railways.

So to the plan. I said at the beginning that this would be my third and final effort. It seems to be somewhat of a tradition that many modellers go on scrapping and rebuilding one layout after another. This seems to be an expensive and wasteful business. I am unlikely to shift from my present life for many years yet, and I think that the time has come when I should work slowly towards an overall master plan which may, or may not, one day be completed.

I have not taken the plan from any publication: rather it is a growing together of the various ideas that I have had over the years, and an assembling of my particular likes as far as the prototype is concerned. My plan had to include a loco depot, including a roundhouse segment, and a wooden coaling stage, that after all I had built. I also wanted one or more collieries, and associated sidings, an island platform on a slight curve, as well as the model of Borenore, and somewhere to display scratchbuilt rolling stock. This last feature was accomplished with a large marshalling yard. I also felt that there should be enough circuits of track to enable a couple of trains to run round and round. It seemed natural to add a main terminal, and a smaller country terminus at the end of the run. A reverse loop was also considered essential, as most operation will be solo, and out and back after a few circuits will probably predominate. It also seemed natural that the coal from the collieries would need somewhere to go, so I put in a coal wharf, with collier and loading facilities. Incidentally, I think that collieries are one of the most fascinating and natural adjuncts to the railway scene.

The plan is a reasonable result of combining all these features which have all, at one time or another, taken my fancy. This sort of approach to a plan is in contrast to those who seek to fill the given area with the greatest amount of trackwork and scenery possible, or those who look for a published plan which firs snugly into the available space. For those who like to think that their models should appear to fulfill some purpose, I believe that listing your personal requirements and then evolving a resultant plan from them is the most interesting and satisfying way of working on this section of armchair modelling.

An excellent article on the planning of model railways appeared in the Railway Modeller magazine of January and February, 1966. It was written by David Jenkinson about his 'Marthwaite' layout based on a section of the Settle and Carlisle railway in England. An interesting sidelight in these articles was the fact that Dent is the highest mainline station in England, at an altitude of about 1100ft. This is surprising when we consider the long stretches of line laid above 3,000ft. on the N.S.W.R. Western line, and above 4,000ft., on that system's Main Northern line.

Back to the plan. I had planned on double track between the two junctions but I recently read an article about a fellow who had a simlar amount of space at his disposal, and who was installing quadruple track to enable him to enjoy the sight of watching a fast train overtake a slower one going in the same direction. This seemed an excellent idea, and so now I have allowed for quadruplication between two junctions. This will enable me to run two up trains, and one down (via the goods loop) to run continuously at the one time without having to resort to complicated electrical arangements. This may seem to be an extravagance, but I expect this section of track, with its curves ranging from three feet to four feet six inches, will look excellent; even without the trains running.

The accompanying plan has been drawn to scale with the necessary lengths for No. 6 and No. 8 points; No. 4 points should only be used in the colliery. Except for the scissors crossing at the approach to the main terminus, there is no other type of pointwork but the simple turnout. This is quite prototypical, as reference to track diagrams in various Australian Railway Historical Society Bulletins shows a progressive simplification of much of the pointwork in many yards over the years.

Providing I work strictly to the plan, and place the necessary points in the correct position when laying the initial track, I should be able to get a circuit of track laid and operating in a reasonable amount of time. The remaining main lines and the yards can then be completed progressively, leaving the two terminals until last. This way I will be able to have some continuous running while construction continues. After spending many hours building rolling stock, I will not be averse to having the trains chasing their tails for quite some time.

I intend the base-board to be built on the open top principal, as this will allow easier access to the innermost sections, for in some places the width of the baseboard is greater than normal reach. Some of the other features of the design are 36 ins. minimum radius on the main lines, and 30 inches on the branch. Both terminals will be high level, and all the signals will be lower quadrant. At the ends of the four track section I have in mind the construction of two of the quaint old signal boxes which were prevelent on the Sydney metropolitan goods lines until a few years ago.

The most startling intention — at least some people will think it the most radical feature of this new layout, is that I do not intend to have any scenery other than that which is necessary at lineside. Some of the most realistic efforts that I have seen illustrated in various magazines are those in which the scenery has been more or less confined to structures pertaining to the railway itself. One of the best examples of this type of thinking is the Derby museum's 0 gauge layout, which is often featured in the English magazines. I intend to try this method, I think that I can always add more scenery if I think it necessary. From my own point of view, I think that many efforts are spoilt by too much fussiness in the scenery outside the railway property.

As you can gather, there are no photographs of this layout yet, but you can be sure that as the construction progresses, photographs will be forwarded to the editor for inclusion in the scenic route.

TOYLAND

INALA CIVIC CENTRE

now has in stock kits by

FRIEDMONT

Quality Right

MRC

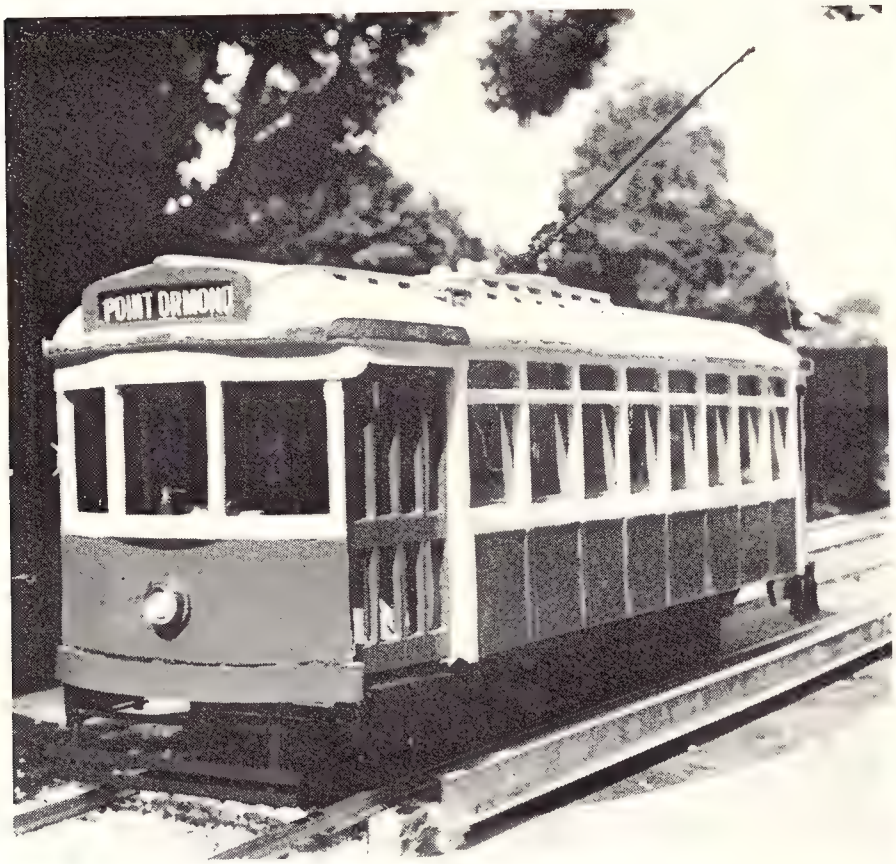
as well as our usual range from British and American producers.

Out of the rush of the city we have time to help.

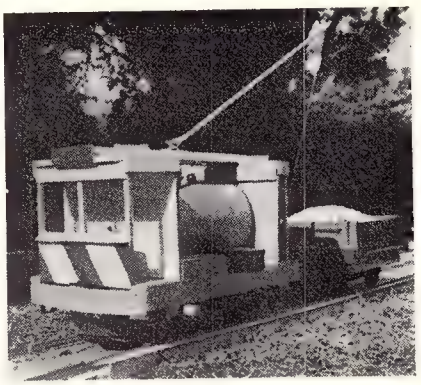
Telephone (072) 72-1555

When writing to advertisers say you saw it in A.M.R.M.

TRAMS AROUND TOWN

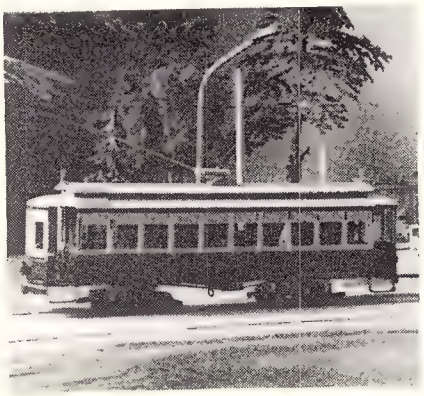


'X1' class 467 in 1/24 scale. This car was built by Andrews Howlett who also built the transverser on which the car is standing. The real 467 is owned by the Tramway Museum Society of Victoria.



'Fred' the motor, and 'Ed' the trailer make up Andrew Howlet's permanent way fleet.

A maximum traction car on Bob Prentice's street-car system.



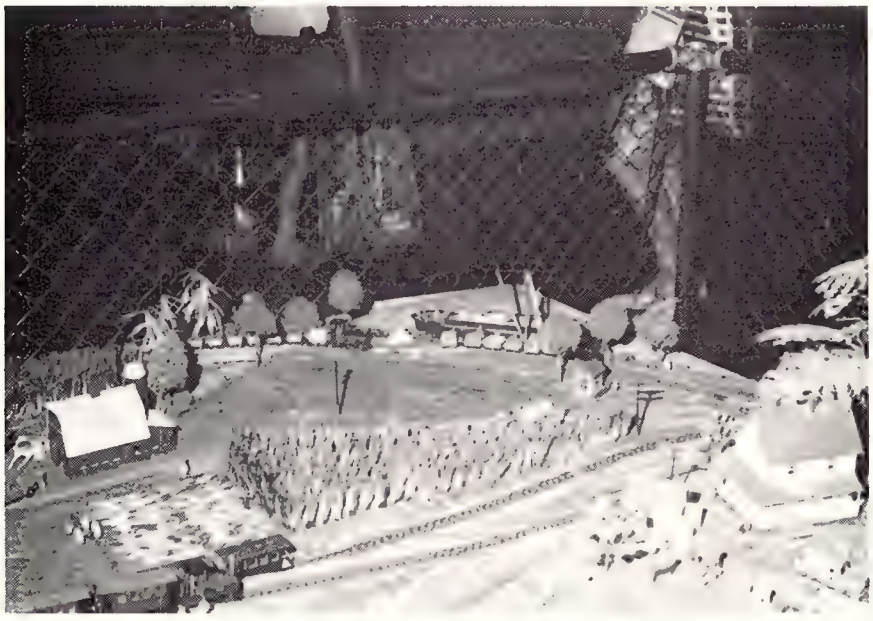
A Peth 'H' class car passes a model of Kalgoorlie's Palace Hotel (modellers' licence . . . ed.) on Anthony Cutcliffe-Cook's well detailed layout.

TRAMS AROUND THE CANE FIELD

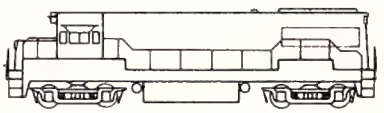
Mrs. Ellen Padgett is one of Brisbane's better-known modellers. One of the reasons for her fame is the beautifully detailed models of cane farms she produces. Here are some scenes from her layout at the last Brisbane exhibition.

For you to see just how the cane 'grows' on Ellen's layout. In all these pictures you can see the attention to detail which lifts her modelling out of the normal. No wonder she won the President's trophy for a scale layout at the Brisbane MR exhibition this year.

Loading cane into barges for shipping down stream to the mill.



An aerial view of a sugar plantation with passenger stock to the cut. This mill obviously treats its cutters very well.



GENERAL ELECTRIC U25B
road diesel
$47.50
unpainted brass.

Coming: Plantation loco
0-4-0 (painted)
$9.95

Mail order and trade enquiries:

THE ENGINE SHED
6 Tyne St., Box Hill
Victoria. 3128
Phone: 89-7027, 89-5688

A BCW and a CW class wagon of the NSWR built by Laurie Williams, Sydney. Another view of the Illawarra club, featured on our cover this issue.

A Birney safety car and two bogie cars shunt on Graeme Breydon's layout. Note the signwriters have been at work on the depot walls.

A pair of CPH railmotors on a trestle along the line of the Illawarra Club.

Coorong station with 3807 waiting to depart on a local train. The mail train cars on the adjacent platform are waiting for another '38' to couple on for their journey to the city.

PASS EXCHANGING

By RALPH HOLDEN

Back in 1967, there was a letter on pass exchanging by Ellis Thornley in the AMRM, and some time ago I was having one of those periodic clean-ups which modellers so often promise themselves, and I found this poem, a copy of which I sent to Ellis. His reply was most interesting, but first, here is the poem:

PASS EXCHANGE

If you to Pass Exchange are new,
  Then stop! Before it is too late!
Just heed this tale (so very true)
  And throw your passes in the grate.

I saw an article that said:
  "The pass-exchanger has much fun",
And thus inspired by what I'd read,
  This pleasant hobby was begun.
So soon my books of records filled
  With lists of passes sent away,
And I with much excitement thrilled
  To see the postman call each day.

Number Three-0 mailed to Rio —
  Post Number Ten to Zofingen —
Sign in Biro — send to Cairo,
  To Seigen, Lund, and La Garenne.

And others went upon their way
  To Finland and El Salvador;
And stacks and stacks to U.S.A.
  To Fiji, France, and Singapore.

But then one day to my front door
  Some men came asking after me,
And on a badge these words I saw,
  DEPARTMENT OF SECURITY.

"The game is up, you fiend!" they cried.
"Your cunning plot is now laid bare!
How you by numbered pass contrived
  To tell by code our secrets rare!

But — Hah — you gave yourself away
  With 'Stellenbosch — U.239,
And to the Coms you'll not betray
  Our new Atomic Cyclodyne!"

A pass or two still comes to me,
  Delivered in the weekly mail,
But now addressed — for all to see —
  "THE PASS EXCHANGER — GOULBURN GAOL".

Here is Ellis's answer:

"You don't know how close to the truth you came with your little poem. Prior to taking part in the Pass Exchange, I wrote all around the world to the various railway systems in an effort to gather as much information as possible . . . I wrote to the Russian Railways and they sent me a very nice book, with no follow up. The Chinese on the other hand, sent me absolutely nothing about railways but scores of political books etc. I scored some nice stamps and some veiled looks from my friends, and a little abuse from my wife, who worried like mad about it. She expected every stranger who called to say he was from the A.S.I.O. They kept sending me the stuff for two years, so who knows, my name may be down on the list of suspects."

So you see there is truth in the old adage that many a true word is spoken in jest.

Ride through glorious mountain scenery in the Dandenong Ranges on . . .

PUFFING BILLY

The* IDEAL *family outing all year round!

From October, 1968

TRAINS LEAVE BELGRAVE FOR EMERALD

1¾ hours return

Saturdays: 11.30 a.m., 2.15 p.m.
Sunday: 11.10 a.m., 1.35 p.m., *3.55 p.m.

See daily papers for Special Timetables on Public and School holidays.

Return Fares:

Emerald	**Adult 80c**	**Child 45c**
M/Creek	**Adult 60c**	**Child 35c**

Party bookings are easily arranged for school, church and social groups

ENQUIRIES: 92-4447, 232-8533

★ From Easter to 30th September, this train runs to Menzies Creek only.

(1 hour return.)

PLEASE NOTE:
No service on days of "Total Fire Ban"

THE AUTO-SHUTTLE

by Graeme Breydon

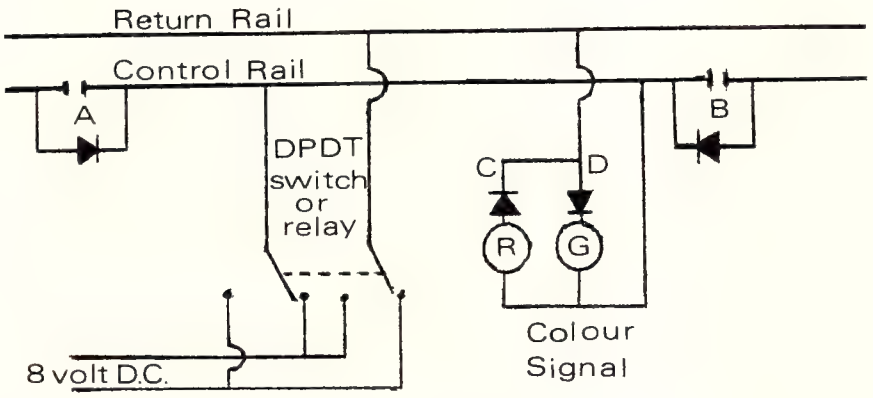


Fig. 1

When building my layout I wanted to include a North American type of inter-urban railway, but I had serious doubts. I have seen many cases where a second gauge, or an idea similar to mine had been installed on a layout, and either the main layout or the subsidiary lapsed into disuse, mainly because the operation of both systems became too complex for one-man operation. I did not like the thought of either portion of my layout falling into disuse, but I like trams, and I felt that the installation of this independent system should give the impression of both serving, and being served by, the main railway. It was obvious that what I really was looking for was some form of automatic control, which would enable me to operate the railway whilst the inter-urban looked after itself. After a little thought I realised that an arrangement of diodes would be suitable to give me a shuttle service on the tramway, and as this was all I needed I set about the installation, and now have just what I need.

The type of diode needed for this task is not critical, but the most suitable is the type D1003. If you cannot obtain these, which should sell for under $2, then explain to the man in the radio shop what you want and he should be able to come up with a satisfactory alternative. If you have never had anything to do with these devices before then you should re-read the article in the Sept./Oct. 1969 AMRM, which will explain just how these items are installed.

The diagrams are self explanatory. Power is fed to the track through a double pole double throw switch. When the vehicle reaches the end of the track, it is stopped by the diodes at A and B. When the power is reversed, either by a manual switch or by a track trip on the main line, the vehicle departs, and runs to the other end of the line where the routine is repeated.

There is a minor complication when signals are introduced. Usually the track power supply cannot be used for this purpose, as the power supply is switched off when the train is stationary, but in this case the power is continuously on. The two diodes C and D ensures that the red light shows when the vehicle is travelling towards or stationary at B. The green will be on when the vehicle is travelling in the other direction. The green light is not extinguished when the vehicle has passed the signal, but this does not matter as this is where tramway signalling differs from railway practice. In Ballarat, Bendigo and the M & MTB's Wattle Park lines the red indicates that there is a tram in the section travelling towards the signal. The green indicates that there is a tram in the section travelling away from the signal.

Because of the distance between A and B on my layout I decided to introduce a non-compulsory stop between these points. The optional part of the operation comes about by the insertion of a bi-metal thermal delay switch which is marketed by Faller (refer Fig. 2). However, because of the introduction of the two diodes, the stop only operates in one direction. To make it more confusing for visitors I installed switch E, a single pole on/off switch, which enables the bi-metal one to be cut out, thus allowing for express running in both directions.

If you wished to have something different, it would be possible to mount a scale figure onto a solenoid arm, so that it would appear to step out and hail the car as it approached.

The entire set-up cost me about $8, and that included the cost of the tram and the track. You will notice that the diagram calls for a power feed of eight volts. Of course, the normal 12-volt supply will do just as well, but it will be necessary to install some form of resistance into the circuit to cut out excessive operating speeds.

As I said, the system was installed originally for a tramway, but obviously it can be adapted for use on a branch line railway. This is shown in Fig. 3.

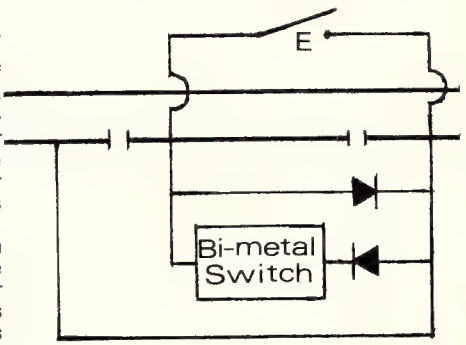


Fig. 2

You will note the trips T1 and T2 which are used for controlling the reversing of the branch line train. These trips can be set in such a way that a main line train can start the branch line train from its distant terminal and arrive to connect with it. Then as the

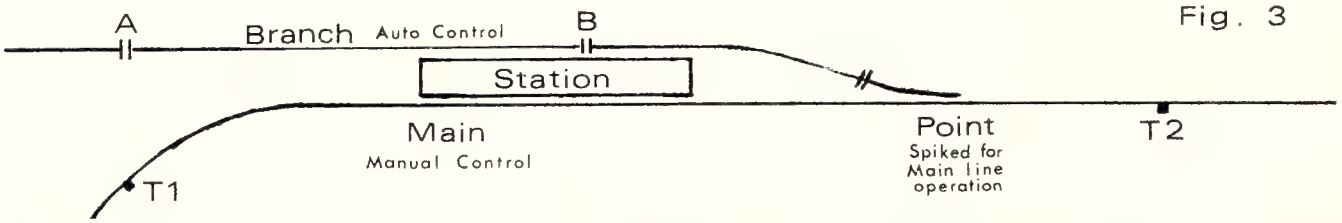


Fig. 3

main line train departs, it will pass over trip T2, sending the branch line train on its way back.

It will also be noticed that this branch is completely isolated from the rest of the layout, the point only being installed for effect. The equipment on this branch would be restricted to either an electric set or a railcar: if you were modelling European railways it would be possible to use a locomotive hauled push-pull system, but I know of no where in Australia where this type of operation was ever carried out. In installing the branch, there is no need for it to be small or in the country. In Sydney, the suburban network has many services which originate from outer suburban junctions, whilst in Melbourne the services from Princes Gate are effectively operated in this manner.

MODEL RAILWAY SPECIALISTS

Sales and Service

You name it — we have it

'O' 'HO/OO' 'N'

Every make and model . . . including **MILLHOLME** and **CODAR** controllers, railway slides, post cards, books and magazines. Australia's largest range of second-hand equipment.

WHERE?

BAKER and DOHERTY Pty. Ltd.

256 Reynards St., West Coburg, Vic. 3058
Phone: (03)36-8829; A.H. (03)306-8519
Free delivery anywhere in Australia

HOUSEHOLD HINT

You see a model you like in a hobby shop. It only costs about three weeks' pay, but having decided that you need that model more than anything, you decide to put it on lay-by. For about two years you give up the after-work drink with the boys, find that you really do prefer the mini-length cigarette, and refuse to go to the club to avoid the poker machines. At last you pay off the thing, you get it in the house, and find that the children are coming down with the measles, or mumps, or chickenpox, probably all three, the bank statement has arrived, casting severe doubts on your ability to pay the bills that came in with it. For consolation you take your pride and joy out to the layout and you carefully unwrap it and put it in the track. Then you wife comes in and lets out a noise that would do the Flyer proud: 'Is that a new engine?' How can you explain it away? Here's the answer.

1. It was a sale at the hobby shop. It only cost a couple of dollars. (This can be tricky—she may remember your couple of dollars last time.)

2. It was an old one the hobby shop had. It won't run, so they GAVE it to me. (This, too, can cause problems; you wife may start to wonder just how good a customer are you at the hobby shop.)

3. Oh, you remember this—I got it at the convention in ..... insert applicable city.

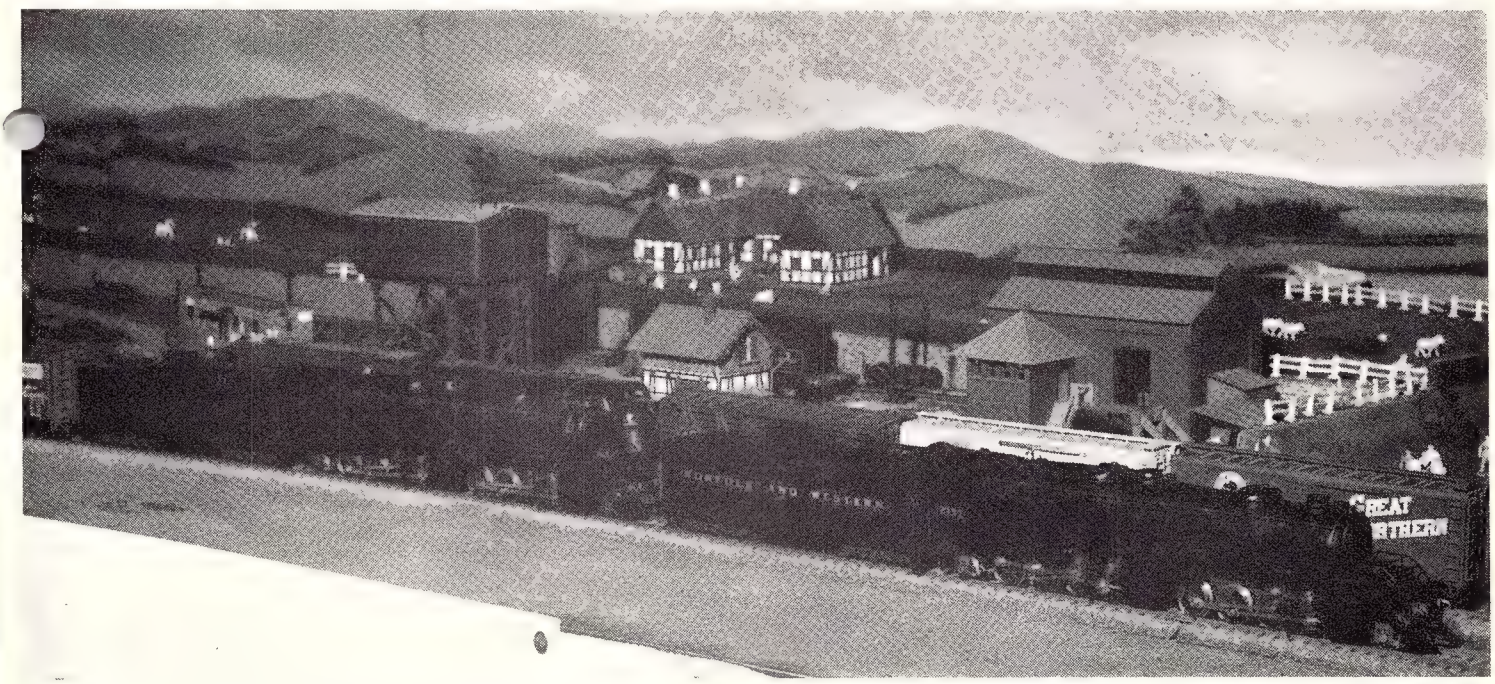
4. I got this at the club Christmas party. (This will cast doubts about the club dues, and can be checked. It's even worse if you are not a club member).

Or this one which always seems to work:

5. This? You remember—I got this when I traded that old Athearn kit for a Will's kit with Sam who got that New Zealand kit that I traded with Ted for an Ambroid kit that I traded with John for some old cars to make a model for Harry who gave me .....

You won't have to worry about something else to trade, because your wife should have walked out by now. All you have to do now is stay low until you hear the TV go off and the lights go out, then it is safe to go back inside. If you hear the front door slam, don't write to us—we can't help with that sort of problem.

Another scene from the Brisbane exhibition, this time the layout which won the President's award for the best proprietary layout. Operated by the Western Suburbs Model Railway Club, it is a happy combination of English and North American prototype.



WORKING WITH POLYSTYRENE FOAM (COOLITE)

by Max Chaseling.

Polystyrene foam is not a true foam but more accurately a conglomerate of expanded beads of polystyrene. Specially manufacturered beads are heated in a pressure mould with steam performing the expansion process. The result is not unlike the 'pop-corn' process as the cavity is filled with interlocking beads to provide a structural type material.

The foam is produced in varying densities, the most common being 1¼ pounds per cubic foot. This is a most suitable materal for modelling provided some basic rules are followed.

First and foremost the foam dissolves with all normal solvents such as turps, thinners, petrol, alcohol etc. This then indicates necessary extreme caution with adhesives. Several contact adhesives are marketed specifically for this material, but generally in large quantities. One source of supply is the chain of rubber stores marketing styrene ceiling tiles, who naturally enough sell ¼ pint tins of contact adhesive to complement their tile sales. Larger quantities are available from Selley's, who are well represented in all States.

Another method suggested is the suitability of plaster of Paris as an adhesive for small sections. This works well if pressure is applied during the setting period, as plaster appears to key itself into the granular structure of the foam.

Seconds in a criteria list would be the problem of painting the finished article. As mentioned previously, the most common solvents melt the foam and as a result most paints will do likewise. P.V.A. paints applied in moderation will not appreciably dissolve this foam but a more suitable method is by the use of powder colours (as in water colours) mixed with petrifying fluid. These materials are available at artist's supply houses and offer a method of colour mixing to suit requirements. Two notes of warning — be sure the base colours you select are soluble in petrfying fluid and one or two ounces of each colour will be adequate to paint the Cistene Chapel.

Shaping polystyrene foam is simply achieved using normal woodworking tools. Very sharp knives or fine toothed saws followed by rasp and glass paper provide versatility and as fine a finish as necessary. Another technique is the use of a heated resistance wire or a sharp gouge attached to a soldering iron to simplify slicing or difficult sculpture problems. If one is very patient, creeks and valleys can be simply simulated with minute applications of a solvent with a brush or spray.

A combination of the above techniques and the hard shell method (refer AMRM September/October 1968, page 14) produces a very strong structure. This also removes the texture from the foam for roadways etc., where a very smooth finish may be desirable.

Whilst the purchase of this space age material may be prohibitive for many projects (a cubic foot costs about $2.00) contact with local block manufacturers — Firestone Aust. Pty. Ltd. and Olympic General Products Pty. Ltd. could reveal a major purchaser who may be persuaded to part with off-cuts at reasonable rates. Another source of supply is the discards of broken surfboards, floats and even lunch boxes made from this material.

FRIEDMONT MODELS

Now available

BUB Passenger cars NSWR.
FHG Guard's van
$3.15 (with bogies)

BDX Gondola, NSWR
LLV louvred van NSWR
$2.95 (less bogies)

Coming
December/January

VHX-VR louvre van
VEX-CR covered van
WVX-W.A.G.R. covered van
JLX-NSWR louvre van
$2.95 (less bogies)
Double deck trailer cars
NSWR suburban stock
$3.15
NSWR Aircondition cars
five car sets with bogies
$15.00

Sole Australian distributors:

MINI-MODELS
107 Macquarie St., Parramatta
N.S.W. 2150

FOR THE PROTOTYPE FAN

GREAT RAILWAY JOURNEYS OF THE WORLD—K. Wescott Jones 6.70
18 railway journeys around the world.
FAREWELL TO STEAM—David Plowden 11.20
A thrilling and intimate portrait of rail and waterborne transportation.
TRAIN WRECKS—Robert C. Reed 13.75
A pictorial history of accidents on the main line.
STEAM IN THE SIXTIES—Ron Ziel and George Foster 8.00
Pictorial survey of steam in North America.
SOUTHERN PACIFIC STEAM LOCOMOTIVES—Donald Duke 5.70
WALL PRINTS—Set of 3 Litho Prints: Southern Pacific, Union Pacific, Santa Fe 2.25
PICTURE REFERENCE—British Railways 0.75
POCKET ENCYCLOPEDIA — Steam Railways of Britain—Nock 2.50
POCKET ENCYCLOPEDIA—British Steam Locotomives—Nock 2.50
36 MILES OF TROUBLE—Victor Morse .. 1.50
The story of Vermont's West River R.R. 36 miles. 295 curves.
ENGINE PASS—New Zealand Railways—David B. Leitch 4.25
A wonderful book describing hundreds of hours on the footplates of N.Z. locomotives.

SOUND RECORDINGS FOR YOU!

MONAURAL—LONG PLAYING

WHISTLES IN THE WOODS—12 inch .. 5.25
A POWER OF STEAM—12 inch 4.95
Sounds of logging railways
Historic sounds of locomotives working in the N.Z. North Island railway system. These sound pictures represents the end of the steam era.
STEAM MILITANT!—12 inch 4.95
Tremendous sound pictures of the three largest steam locomitives used in the N.Z. South Island—the Ja, Kb and Ab classes.
SWAN SONG OF STEAM—12-inch 4.95
The sounds of steam locomotives on the N.Z. North Island Main Trunk Railway. Includes a complete ascent of the Raurimu Spiral.
WEST COAST WORKHORSES—12 inch . 4.95
A fascinating round-up of veteran locomotives, well-maintained and still operating on the West Coast, South Island, N.Z.

FOR THE MODELLER

PAINTING AND LINING MODELS
R. C. Rogers 0.65
First published in 1949 and revised since, this is a book that should be in the library of everyone who models railways. Painting is easy when you have read it.
764 HELPFUL HINTS FOR MODEL RAILROADERS 2.10
BRIDGES AND BUILDINGS FOR MODEL RAILROADERS 2.65
Both from the Kalmback series.
BUILDING AND OPERATING MODEL RAILWAYS—Johnston & James 4.75
A complete guide to equipment and design.

RAILROAD BOOK COMPANY OF AUSTRALIA
P.O. Box 28, Lakemba, N.S.W. 2195

Rivarossi

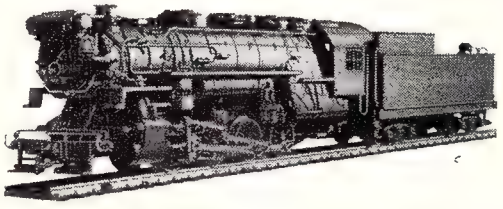
with Rivarossi Couplers

and their counterparts in

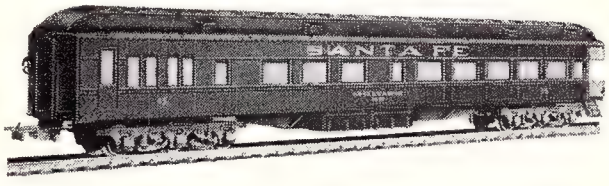
ATLAS N GAUGE

with Arnold-Rapido Type Couplers

"Rivarossi" HO/OO Thermice Reefer Kit, complete with bogies, couplers and pre-painted silver body. Kit No. 12300 at **$2.75** OR **"Atlas" N Gauge Thermice Reefer,** ready-to-roll, No. 2223 at **$2.35.**

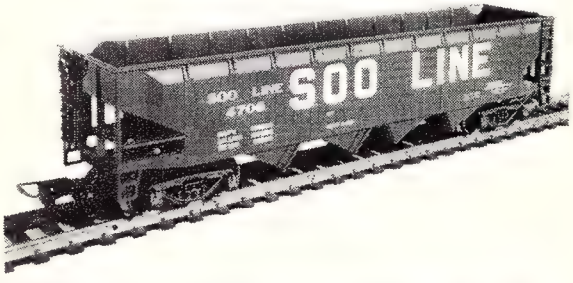


"Rivarossi" HO/OO Indiana Harbour Belt 0-8-0, with fully operating valve gear, working headlight, etc. No. 1224, ready-to-roll at **$27.95** OR **"Atlas" N Gauge Indiana Harbour Belt 0-8-0,** with working headlight, all wheels geared, ready-to-roll, No. 2112 at **$22.50.**

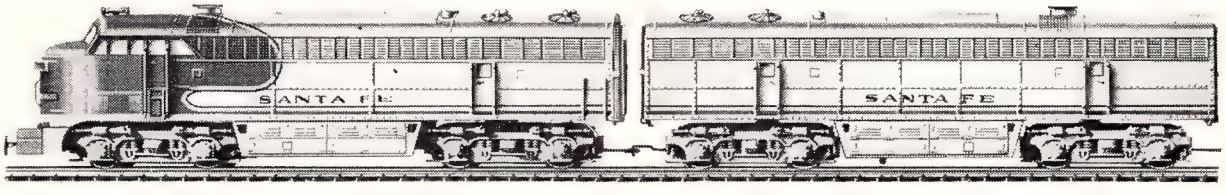


"Rivarossi" HO/OO Santa Fe Cafe/Observation Car. Green with gold lettering, 11½in. long, internally fitted. Ready-to-roll, No. 2718 at **$6.50** OR **"Atlas" N Gauge Santa Fe Cafe/Observation Car,** internally fitted, 155mm. long, No. 2604, ready-to-roll at **$3.95.**

"Rivarossi" HO/OO S00 Hopper Car. Brown with white lettering, 171mm. long, ready-to-roll, No. 2306 at **$3.50** OR **"Atlas" N Gauge S00 Hopper Car,** 70mm. long, ready-to-roll, No. 2241 at **$2.35.**



Santa Fe Stock (Cattle) Car, ready-to-roll, HO/OO "Rivarossi" No. 2259, **$3.95;** N. Gauge "Atlas" No. 2253, **$2.35. Peabody Hopper Car,** HO/OO "Rivarossi" Kit No. 12260. **$2.75;** "Atlas" N Gauge, ready-to-roll, No. 2244, **$2.50**



"Rivarossi" HO/OO Fairbanks Morse Diesel Electrics. No 1815 Double Unit Pennsylvania (Maroon) and No. 1820 Santa Fe either **$25.95;** "Atlas" N Gauge Single Units. No 2121 Sante Fe, 2122 U.P., 2124 Pennsyl., 2125 S.P., each **$11.95;** Dummy "A" Units, No. 2131 SF, 2134 Pennsyl., 2135 S.P. **$3.95** each.

If your dealer is stumped, he is invited to, or you may, write to us for supplies.

AUSTRALIAN MODEL CRAFT CO.

BOX 118, P.O. ALBURY, N.S.W. 2640

Phone: Albury 21-2473 :: **Telegrams: AMRIANA, Albury**

SCR PUBLICATIONS

We have more than just back numbers and plans to help you model. We have also in stock . . .

Benchwork, Baseboards and Layouts

This is an ideal little book for those who are just starting their layouts. There are details on how to build layout benchwork, and a number of helpful designs for layouts for the beginner. **Price 50 cents.**

Layout Wiring Made Simple

This book is for those who have built their baseboard and wish to advance to a more complex layout but are unsure of how to wire. This book will help. It also contains details on wiring up that most useful device the PMG switch. **Price 40 cents.**

NSWR Goods Rolling Stock Codes

This book will help all those who wish to buy local kits but are unsure of what the maze of letters by which they are referred to mean. It will help you see just what proportion of wagons are of what type on the real systems. A boon to the train spotter, too, and only **25 cents** for the new revised edition.

NSWR Passenger Car Codes

This is a companion book to the Goods code book, but is illustrated. Again the book is a help to those who are not sure of the types of cars in passenger and special service on the NSWR. Like its companion book it contains details of types of bogies used under the various types of equipment, plus details of the type of service the cars are used on, and their interior configuration. **Price 75 cents.**

Remember, we still have our plan service. For a full listing of the plans available, see our July/August issue. The prices vary as to the scale and size of the plan required.

Back numbers of AMRM are still available. Issues 2 to 17 cost 25 cents and issues 18 on are 30 cents. Some of the early numbers of the AMRM are now in short supply or out of Stock. So please give a second choice when ordering.

When ordering please add 10 cents to cover mailing charges and handling.

S.C.R. PUBLICATIONS
P.O. Box 204, Kings Cross
N.S.W. 2011

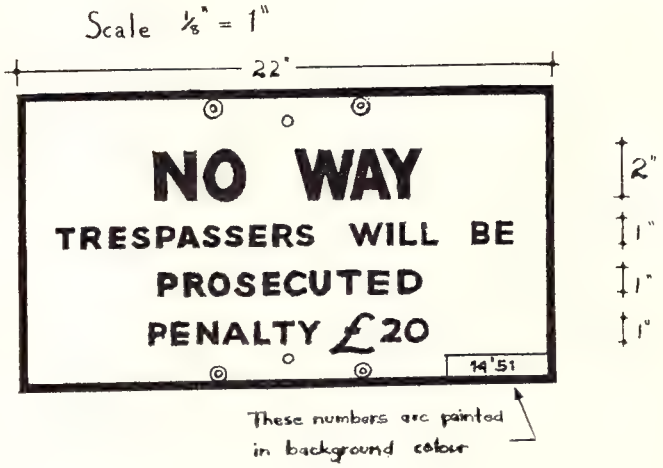


FIG. 1: These cast iron notices usually appear in black on white (as shown) or vice-versa. However, there are examples on which the letters only are painted black on a white ground. With the introduction of decimal currency in 1966, most notices, especially those at the ends of platforms, had the '£20' painted over in the background colour and '$40' painted alongside. On some the last line was filed off and 'PENALTY $40' painted on in replacement.

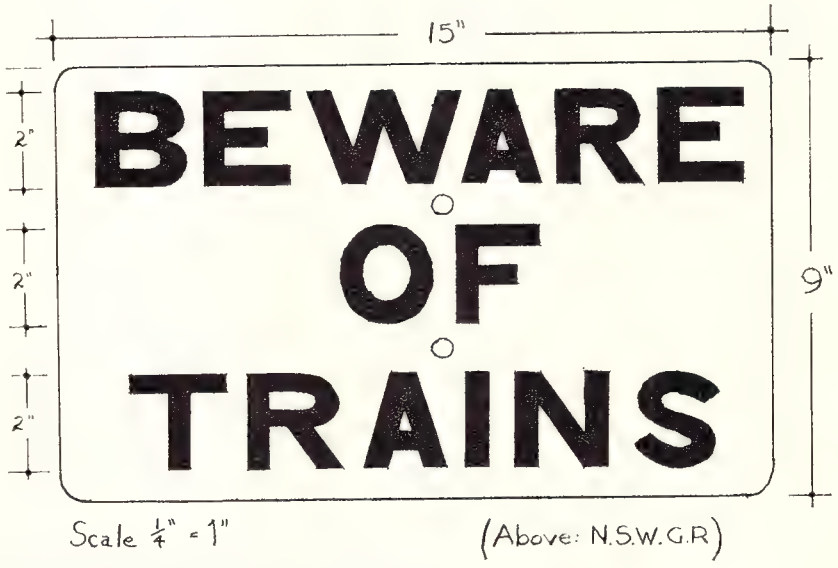


FIG. 2: Also of cast iron (with raised letters only), these signs are more often found at pedestrian crossings than at the ends of platforms. They are coloured as shown—black on a white ground.

Some New South Wales NOTICES

notes and drawings (1-69) by :

M. J. Eastwood

AMRM PLANS

Scale ¼" = 1"

(Below: C.P.C. Co. Ltd., Portland, NSW)

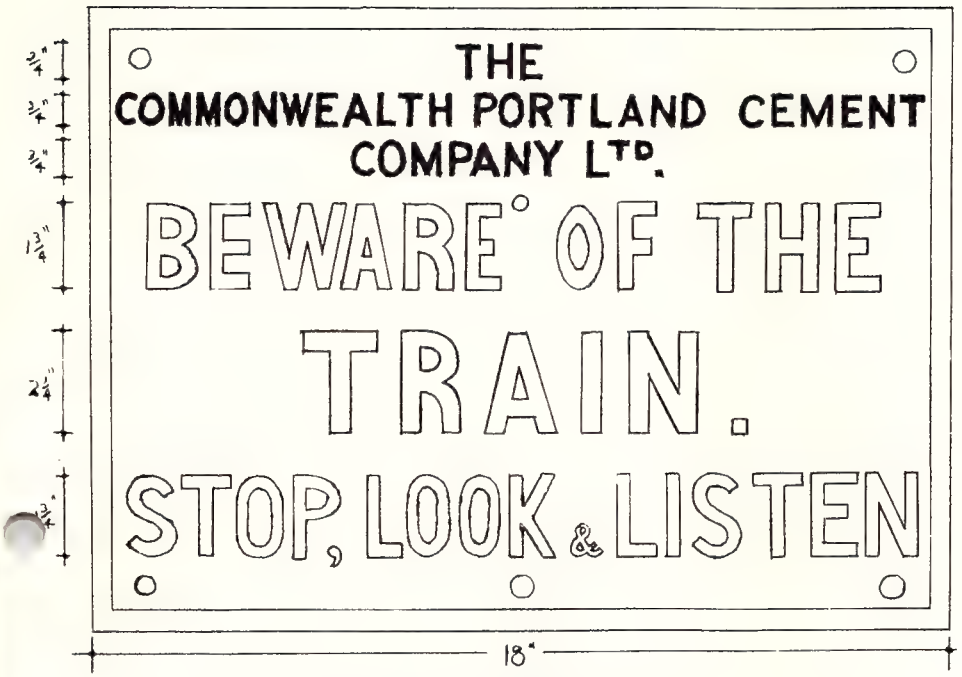


FIG. 3: With raised letters and border, this type of notice is displayed at level crossings on the C.P.C.'s line at Portland, N.S.W. The prototype from which the drawing was made was of rusty cast iron, but there is evidence of its at one time having been painted.

MODEL RAILWAYS (formerly the Stoker)

The monthly N.Z. model railway magazine that covers all prototypes and scales with a bias towards N.Z. prototypes and Sn3½ scale (3/16in. to the foot). Available in New Zealand from all hobby stores and booksellers and in Australia from some hobby stores. Also direct from the publishers on a subscription basis. Individual copies 20c (N.Z.), 30c (Aust.). Subscriptions, N.Z. £1 p.a., elsewhere £1.2.6 (N.Z.) p.a.

Subscriptions include postage and there are 11 issues per year. Trade enquiries in Australia to Australian Model Craft Co. Send for a free sample copy without obligation.

STOKER PUBLICATIONS LIMITED
P.O. Box 27-099
Mt. Roskill, Auckland
New Zealand

ALL CURRENCIES ACCEPTED AT CURRENT RATES OF EXCHANGE

S.C.R. PUBLICATIONS

PLAN & PRINT SERVICE

AMRM PLANS AVAILABLE

Reprints of certain plans published in this magazine may be obtained to order. Please note that plans may be obtained in certain scales only.

Plans marked:

- ◆ are in 3.75 mm.
- ★ are in HO or 7mm/ft.
- □ are in HO only.
- ● are in 3.0 mm and 2.5 mm and HO.
- ◈ are in HO and 3.75.

When ordering, please quote the scale required.

Address your letter to:

S.C.R. PLAN & PRINT SERVICE
P.O. Box 204, Kings Cross, N.S.W. 2011

PRICES:

2.5, 3.0, HO and 3.75 — 25c posted
7mm/ft. — 40c posted

We can supply these plans to any scale as required but special photographic reduction or enlargment is necessary. We will quote for the production of these if desired. Write and we will endeavour to help you.

CR	
'VC' Covered Goods Wagon	★
'NGF' Open Goods Wagon	★
NSWR	
'SRC' 4-wheeled Refrigerator	□
'FME', 'UME', 'MLE' Flat Car	★
'MRC' Refrigerator Car	□
'RU' Hopper Wagon	□
'CCH' Hopper Wagon	□
'S' Wagon	□
'CW' Cattle Wagon	□
'GSV' Sheep Wagon	□
'MHG' Brake Van	□
'HG' Brake Van	□
'EHO' Passenger Brake Van	□
'LBB', 'LFA', 'HLF' Passenger Cars	◈
'CPH' Railmotor	□
30 Class 4-6-4 Tank Loco	◈
36 Class 4-6-0 Loco	□
38 Class 4-6-2 Loco	◆
57 Class 4-8-2 Loco	□
45 Class 1800 hp Diesel Alco	●
NZR	
'Vs' Insulated Meat Wagon	★
'Kp' Covered Goods Wagon	★
'Ab' 4-6-2 Loco	★
QR	
'CMIS' Refrigerator Car	★
'H' Open Wagon	★
'PJM' Drop Centre Wagon	★
'WHO' 45in. Gondola	★
A.E.C. Railmotor	□
SAR	
'FB' Flat Car	★
'On' Ore Wagon	★
Goods Brake Van (Composite)	★
TGR	
4-wheeled Van and Truck	★
'W' Class Diesel Hydraulic Loco	★
VR	
'Z' Brake Van	★
'QR' Gondola	★
'Av' & 'Bv' Passenger Car	★
'NA' Class 2-6-2 Tank Loco 2ft. 6in. Gauge	□
WAGR	
60-ton Bauxite Ore Hopper 3ft. 6in. Gauge	★
'RCB' Gondola Ore Hopper 3ft. 6in. Gauge	★
EMU BAY (Tasmania)	
4-8-0 Loco	★
Canadian National	
Express Reefer	□

MIXED GAUGE

By SPENCER STREET

I am sure that this will stir up a hornets nest of letters to the editor, but I am still going to start the argument about scales again. At the Sydney Model Railway Exhibition one of our kit manufacturers showed as a new line the Sydney suburban double-deck trailer cars. These were run in between two Tri-ang power cars. The Tri-ang cars were built to a scale of 4mm, whilst the double-deck cars were built to a scale of 3.5 mm to the foot. The result was the trailer cars were about the same height as the power cars, which, as any-one who has seen the prototype of these cars will tell you, is just not so. Fortunately the manufacturer concerned is going to produce double-deck power cars to make up a full train, but the problem still remains. Tri-ang has now introduced a range of ISO containers. Again these will be built to 4mm scale which means they will not fit on to equipment built to the smaller but more commonly used scale. About the only comment anyone can make about the situation is that it gives the local people a chance to get to and produce these standard international items in 3.5mm scale and have a chance on the export market.

★ ★ ★

Reading some of the modelling magazines from Britain, I have been struck by the number of articles on locomotive construction there are where the builders have used plastic rather than brass for the construction material. It would seem that the British are a long way ahead of other madellers in being prepared to experiment in new materials. It was they who found that nickel-silver was preferable to brass for rail, and they even used nickel-silver in preference to brass in the construction of models. I think it was quite likely that they were the first people to use stryene sheet as a material for the same purpose. There is another interesting point about the British modeller. He seems to scratch-build quite a lot of models even though he has a large amount of commercial equipment available. It would seem that they realise that it is nearly impossible for any manufacturer to produce the variety of equipment characteristic of British Railways, and so, rather than wait until it is produced, he gets to and builds it himself.

I was talking to one of our model railway manufacturers the other day, and he was expressing his concern over the fact that there are a number of wagons in this country which, on the surface appear to be identical, but are in effect quite different in detail. Things such as the different position of lashing points, the shape of the ends often vary between the systems. My comments at the time were that I did not think that this was a real problem. If the model was an accurate reproduction of one systems wagon, modellers who followed other systems would either modify the wagon to suit their favourite system, or alternatively, just paint it in the system colour, and ignore the differences. If this thought was unacceptable to the 'rivet counters' they would simply paint the model in the correct colours, and justify it by passing it through bogie exchange.

Now, before you readers rush to put pen to paper, remember that overseas manufacturers have painted cars and locomotives which are peculiar to one system in the colours of several others, and there are no real cries of woe from modellers. Now you can write those letters to the editor; we would like to hear your comments.

★ ★ ★

We have received news that there will be a Model Railway exhibition in Melbourne on the weekend of March 6-9 at the Hawthorne Town Hall. Readers will notice that there is another exhibition planned that same weekend at the Tramway Hall in Malvern. We hope that this is merely a confusion in dates as it would be doubtful if two such exhibitions at the one time will be as beneficial to the organisers as one combined effort. Perhaps we can clarify this situation in the next issue.

★ ★ ★

The name of the new Sydney-Perth passenger train, The Indian Pacific, has had a rather mixed reception. It has been suggested by some, that it will mean that the present trans Australian Express will eventually receive the name Cowboy Pacific. No comment.

ON THE COVER

Loco No. 2 of the Innaminka Mining Co., breaks up a train of empty coal trucks which have just arrived at Minga. A scene on the layout of the Illawarra Model Railway Club in Sydney.

BERG'S HOBBIES

111 Macquarie St., Parramatta

Announce that their '32' class will be available for delivery in February, 1970.

★

While you are waiting why not see our range of Australian model kits. We have them from:—

Friedmont

MRC

Quality Right

Econ Models

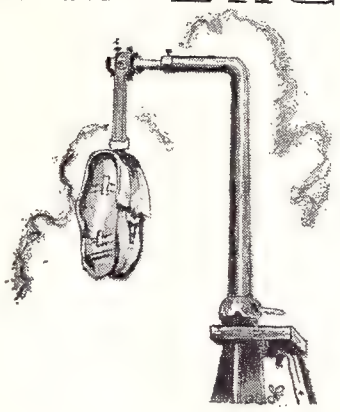
From these makers we have the largest range in Australia of NSWR passenger cars and goods wagons, as well as bogie exchange goods vehicles from all mainland systems.

★

BERG'S HOBBIES

111 Macquarie St., Parramatta
N.S.W. 2150
Phone: (02) 635-8618

MAIL BAG



Sir,

Can any readers relate their experiences, good or bad, in using fine blue metal chips glued to the track as ballast rather than the more usual cork?

I have laid a short experimental section, gluing the chips down with Aquadhere, and it certainly looks better than anything I have ever done before, and it is much cheaper.

I would be pleased to hear of others' experiences in this field, either direct or through the pages of this magazine.

CHRIS PRATTEN

'Kcolewong', Borenore, 2800.

Sir,

Currently, there are two model railway associations in this country, and this is leading to considerable duplication of effort on the part of both bodies.

I am a member of A.M.R.A. and I would like to also be a member of S.C.M.R.A. and receive the benefits of this association as well. But even though both provide good service to members, I just cannot afford to be a member of both.

I think, and so do many other people that I speak to, that A.M.R.A. and S.C.M.R.A. should put aside any differences that may or may not exist between them and amalgamate to form one Australia-wide association such as the Americans have with the N.M.R.A. This is the solution to many problems, as one association of members, and with a potential for even greater membership, would have more influence than two smaller associations.

The proposed association would have State Branches, or Divisions, which would attend to the running of association business in each State. There could be further Sub-branches or Sub-divisions for members who live in other parts of a State. It is possible to envisage the formation of two or even more Sub-branches in some of our bigger cities.

In this new combined association I would like to see all model railway clubs become members as well as the individual members. This would give a body which would be able to co-ordinate activities between local clubs.

This one association would, in combining all the good work already done by the two associations and the smaller clubs, become a powerful influence in the field of model railways in Australia. It would also be in a better position to disseminate such information as standards and the data sheets which are already issued by these organisations. This is information which is vital to modellers who live in the country.

I believe that all modellers who are concerned for the future will support me in this matter, and I would urge the two associations concerned to initiate steps towards this goal.

A. C. ROBINSON

Dinmore, 4303.

(This is a most thought-provoking letter and we would like to receive letters from members in both organisations giving their thoughts on this matter.—Ed.)

Sir,

My name is Hendrick Martinus Luf, and I intend to build a miniature town next to the Lion Park at the Warragamba Dam, near Sydney.

The town will have moving roadways, buildings, bridges and harbours, as well as a working model railway. The whole town will be constructed in O gauge. It will in short be similar to the famous miniature town in Holland—Madurodam.

This project is already backed by some firms and the Railway Department.

As can be imagined, I will need as much help as I can get, and therefore I hope that you will put this letter in your magazine so that may be some people who read your magazine will be able to help me.

H. M. LUFF

82 Buckingham Street,
Surry Hills, 2010.

Sir,

In the May/June edition of the magazine you ran an advertisement for me in the Market Place column; then you ran it again in the September/October. I had just finished answering the replies to the first advertisement when the second one appeared. I am normally an easy-going fellow, but this is too much. I have received 133 replies to the second advertisement, to which I must reply and state the goods were all sold months ago, and that you have made a mistake. As if this inconvenience was not enough, several people have called to my home and have been abusive to my wife and myself. This I will not tolerate. I have been told that I should not advertise something I do not have. Incidentally, these people will be dealt with, as I took the time and effort to note the registration numbers of their cars. For a magazine which claims to be for the advancement of the hobby, you certainly can create a great deal of unrest to some people.

I was going to take out a subscription to your magazine, but now I will think twice. I will buy another to see if you have printed a retraction and an apology, which I EXPECT to appear.

I have the names and addresses of several modellers who also think that this should be done and are waiting to see. It will create a great deal of unpleasantness if it does not.

KEITH RUSSELL

Fairfield West, 2165.

(We can and do apologise to Mr. and Mrs. Russell for any inconvenience which our inefficiencies may have caused; but we cannot be held responsible for the rudeness of others. —Ed.)

ALL STOCKS TO BE CLEARED

American HO Car Kits:
Silver Streak box cars, reefers, gondolas and caboose.
Golden Spike 50ft. reefers, all $4.00 each.
Tenshodo brass HO caboose, $12.00.

Fleischmann HO super brass track pieces, point switches and controls. List prices less 20%.

Kadee couplers, uncouplers and accessories at reduced prices.

Books:
How to Wire Your Model Railroad, by Lin Westcott.
Rolling Stock Plan Book (HO & O gauge), by Railroad Model Craftsman.
764 Helpful Hints for Model Railroaders, by Model Railroader. All $2.00 each.
The Last of Steam, by Joe E. Collins, $9.00.

Catalogues:
Gem HO Model Locos 1966-67, 80c.
Balboa Scale Models 3rd edition, 80c.
Pacific Fast Mail 12th edition, $1.50.

H. G. TIMMS PTY. LTD., 8 Mahlberg Av. Doubleview, W.A. 6018

10% MAIL ORDERS

MAIL ONLY 10% OF FULL PRICE WE WILL RESERVE YOURS NOW

PROTYPE KITS ARE BETTER MADE

It's worth waiting for, the PROTYPE kit! Made from specially developed high-pressure cast metal. Ready to asemble. Non-warping, durable, shatterproof and strong. Free couplers.

PROTYPE models are meant to last. Standardise on PROTYPE and get the benefit of scale operation. PROTYPE means practical model railroading.

PROTYPE models have the strength and weight to give good running over the roughest trackwork. Stay on the line with PROTYPE.

PROTYPE kits are limited run productions—advance orders are supplied in date sequence as received.

N.S.W.R. (HO) kits by PROTYPE:
4-wheel wagons with scale wheels and needle-bearing axles $3.95

PV explosive wagon with chain detail and metal strapping, etc.

SRC refrigerator car.

CW cattle wagon, with open planking.

S-truck with full detail inside and out.

LCH coal hopper of the private coal lines of the northern N.S.W. coal fields. Removable hopper. Run these by the mile.

N.S.W.R. bogies wagons: $4.50 (less bogies).

MLV louvre van, with the choice of either smooth or corrugated roof.

LLV louvre van with detailed underframe.

TRC refrigerator car with a bonanza of rivet and other details.

LFX — a beautiful old 'dog-box' side door coach as used on N.S.W. and S.A. Railways. Supplied to advance orders only.

LOCOMOTIVES:
'57' class N.S.W.G.R. Scale model runs on 20-inch radius curves. Cast metal boiler. Still in production. This model is only available on advance orders. Limited run: $80.00.

OTHER N.S.W.R. (HO) kits in metal:
'18' class 0-6-0 (needs slight change). $16.50.
'40' class (Hobbytown) with flywheel, needs slight change. On 10% deposit of $5.49.

HOBBYTOWN — BEST MECHANISMS
SD 45 mechanism with flywheel and clutch. Superb action. Suitable N.S.W.G.R. locos. Free plans. Better than brass in operation. 10% deposit of $5.49.
Baldwin Sharknose (most unusual). Flywheel; metal body. 10% deposit of $5.39.

SPRAY GUNS, PAINTS, ETC.
Air brush. 10% of $3.70 * Compressor, 10% deposit of $9.70 * Drawing sets from $17.00 * Pressure can paints from $1.00.

HORNBY
A4's and Barnstaples available for $28.00
For further details write to-day. Please add postage.

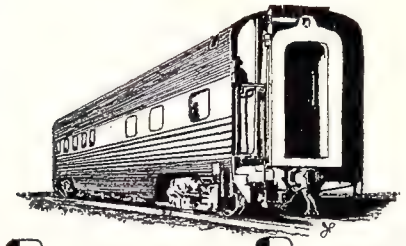
CATS: Fleischman or Lima, 30c; Rivarossi, 50c; Kemtron, $2.50; Cary, 50c; Walthers, $3.00; Peco, 60c.

BOOKS! * H.O.R.R. that grows, $2.50. * 101 Track Plans, $2.50. * How to Wire Model RR, $3.50. * Small R.R. You can build, $2.00. * H.O. Primer, $2.50.

TRACK and **POINTS** in H.O. or N.
P.S.: PROTYPE is right at North Sydney Station or as close as your mail-box. (We provide car parking.)

Protype Model Products
67 WALKER ST., NTH. SYDNEY. 92-8060

Keep MODEL RAILROADING ACTIVE - PARTICIPATE - DO SOMETHING TODAY!



CLUB CAR

To Club Officers: These pages are available for the dissemination of news about your societies. Brief news about activities will be welcome for these pages. Closing date is first of month prior to month of issue.

S.C.M.R.A.

Members in all States of Australia, New Zealand, North America, England and Europe.

Secretary: Terence N. Carpenter, P.O. Box 107, Lakemba, N.S.W. 2195.

Membership Dues: $4 p.a. Jointing fee $2.

Division Representatives:

Qld.: Max Chaseling, 10 Merlin Terrace, Kenmore. 4069. Ph. 78-4462.

N.S.W.: John Bevan, 46 Thorne St., Edgecliff, 2027. Ph. 32-1000.

Vic.: Jim Wilson, 37 Potter Ave., Black Rock. 3193.

S.A.: John Trelease, 7 Milton Ave., Fullarton. 5063.

W.A.: Aub. Thorpe, 14 Straun St., Warradale. 5046.

Tas.: Lloyd Crosswell, 12 St. Andrews Place, Launceston. 7250.

N.Z.: John Yolland, 7 Riverina Ave., Pakuranga.

S.C.M.R.A. EASTERN DIVISION

February 14: John Beckhaus, 145 Ourimbah Rd., Mosman. Phone: 909-1867.

Australian Model Railway Association, N.S.W. Branch. Secretary: Phil Kelly, 20 Lee St., Condell Park, N.S.W. 2200.

The big news this time is the very successful model railway exhibition which we conducted over the October long weekend at the Sydney Town Hall. The attendances were most heartening, especially after the lull which we had experienced over the previous two years.

We are progressing with our club rooms at Rockdale, and have commenced construction of a toilet block. When this has been completed, we will be able to use the club rooms to their fullest advantage. Meanwhile, we wish to advise those interested of our forthcoming meetings:

December 20: Layout operation.
January 3: Layout operation.
January 17: Layout operation.
February 17: Annual Meeting.

ZIG ZAG MODEL RAILWAY CLUB. Secretary: Brian Hustwayte, 25 Malvern St., Lithgow, N.S.W. 2790.

As most readers will know, the feature from which we take our name is now 100 years old. Consequently, a lot of the club's activities have been taken up with outings to look at the feast of steam-powered tours which have been run into the district by various organisations over the past few months.

Activity on the club's layout has been confined, mostly, to consolidating the trackwork we have down before tunnels and other scenery is started on. This task has been just about completed, and when it is, the next section will 100 feet of track will be commenced.

Meetings of the club are held every Monday night from 7.30 p.m. Anyone who wishes to join the club, or just look us over, may do so by contacting the secretary, who will be pleased to make a date and time to suit both parties.

Members of the ZZMRC wish all readers a Merry Christmas and a Happy New Year, full of the pleasures that make model railways.

★ ★ ★

South Australian Railway Modellers' Association. Secretary: Bob Irvine, 50 Gardiner Ave., Warradale, S.A. 5046.

Meetings are held on the second Wednesday of each month in the Railway Institute Hall at the foot of the steps leading down from the Adelaide station car park. At the December 10 meeting, a display of model structures and rolling stock will be held. Problems and their remedies when using Magnemetic couplers will be highlighted by Karl Clermont, and there will be a drawbar contest on the steeper grades of the layout to follow. The January meeting will feature slides and moves of members' layouts, and another of our popular auctions will be held in February.

The instruction nights for scratch-building wagons are a continuing success for the organisers, Hugh Williams and Peter Fehlberg, with able assistance from Bill Coles. The twenty or so 'Celery Sue' type refrigerator cars are nearly all at the ready to roll stage, and make a fine sight. Next on the list will be the FC class flat wagons, but not necessarily with the famous Chowilla Dam stone skips. The advent of Friedmont and similar kits has caused a great deal of comment, and a few kits are starting to appear at the meetings as finished models.

The SARMA wishes the compliments of the season to all for Christmas.

★ ★ ★

Tramway Museum Society of Victoria. Registered Office: 141 High St., Prahran, Vic. 3181.

The main project being tackled by the model branch of the Society is the preparation of an exhibition which is being held in the Tramway Hall, Stanhope Street, Malvern, from March 2 to 6, in conjunction with the MMRS Convention. Model exhibits will include Andrew Howlett's ½ inch to the foot layout, Graeme Breydon's HO/HOn2½ tram layout, and an On2½ model railway supplied by the Puffing Billy Preservation Society.

The theme of our display at the exhibition will be Australian prototype models. We already have models of Brisbane, Perth and Melbourne cars—more are needed. If you can help in this respect, please contact:

T.M.S.V. (Model Exhibition), C/-Graeme Breydon, 204 Carlisle Street, Balclava, Vic. 3183. Phone: (03) 94-2886.

★ ★ ★

WESTERN DISTRICT RAILWAY MODELLERS CLUB, Secretary: Peter Hultgren, 7 William St., Warrnambool, Vic. 3280.

A new model railway club has been formed in Warrnambool. At present there are 11 members, and it is our intention to hold meetings on the second Wednesday of every month at the homes of senior members until we are able to obtain permanent club rooms.

Most members currently model in HO/OO with Tri-ang predominant, but at least two members are starting work in 'N' scale.

Visitors to the club are most welcome at any of our gatherings.

THE SHUNTERS STEP

At the Sydney model railway exhibition we had a number of enquiries from people looking for clubs or wishing to start them. This has prompted us to try a new column where we publish these names and addresses. Readers who wish to contact them should do so direct. If there are any readers who are looking for other modellers in their area, you write to us and we will put your request in this column. This service will be free for all readers.

Neil Colquhoun, 45 Fourth Avenue, Eastwood, N.S.W. 2122.

Rex Bradley, 10 McCartney Street, Warwick Farm, N.S.W. 2170. Phone: 602-0749.

Bob Tossen, 38 Shirley Road (Garden Flat), Roseville, N.S.W. 2069.

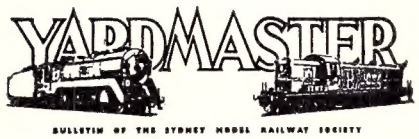
These people would like to hear from others in their areas who are also interested in model railways.

Ron O'Donaghue, 20 Regent Street, Summer Hill, N.S.W. 2130. Phone: 71-9425 (after 6 p.m.).

Wants to contact anyone who is interested in HOn2½ European prototype.

A new club is being formed in the Ashfield area for people in the 12-15 year-old age group. Apply:

Bill Waterhaouse, 19 Wallace Street, Ashfield, N.S.W. 2131. Phone: 71-6770.



O GAUGE NEWS

For the first time in several years, the society had a static display at the Sydney Model Railway Exhibition held over the October long weekend in the Sydney Town Hall.

The display consisted of a lighted display case, fitted with five shelves. The case, which measured approximately 4ft. x 2ft. 6in., was flanked on each side by a display board 3ft. x 2ft., which carried photographs of scenes of both the O and HO gauge layouts. In the display case was a selection of models made by members of the society. The O gauge models included 57, 38 and 18 class engines, AC and HCX class passenger cars of the NSWR, as well as an X200 class rail-tractor under construction.

The presentation was well received by the general public, as well as those members who saw it, and we have plans in hand for something more ambitious next year.

Ted Davies, who has had black and green 35 class locomotives running on the Society's layout, now has produced a blue one. This represents the locomotive as painted when allocated to the Caves Express. This engine has been numbered 1315—the old NN class number, and is used for hauling the Vintage Train.

A freelance North American style 4-8-4 locomotive has been brought in by Bob Cook for test running. This model was purchased at the Model Railway Exhibition. Bob says that the locomotive is to undergo a major overhaul and rebuild.
A KM type mail van was brought in by Jim Hanson. The model has been built to represent the panelled style of coach construction current around the turn of the century.
Another new and interesting item to appear on the layout is a Basset-Lowke model of a British type 4-4-0. This has been painted in the old Midland Railway livery of Crimson Lake lined out in black and yellow, which was used in the early 1900's.
The item in the last Yardmaster referring to John Bowen's near disaster with an HO gauge freight train, was recalled recently when a similar incident occurred on the O gauge layout. Don Stone was surprised by a passenger train and reacted rather violently: the resultant crash would have done justice to something created by Hollywood. Poor Don was speechless, and his face turned a particularly brilliant shade of red.
By the time this appears in print, the Society will be in recess for Christmas. It is expected that the first meeting for 1970 will be on the second Monday in February—February 9. Members will be notified of any change in the usual manner.

HO GAUGE NEWS

Several members contributed models for our section of the static display at the Sydney Model Railway Exhibition. Max Burke lent his accident train; Ken Foran a 13 and an 18 class loco; Denis Shearing an MRC; while Arthur Wheatley showed how he constructed rolling stock from rubber moulds, in a six-stage display—and displayed completed LLV, BCW, TRC, SHG and MHG type wagons to show the final result. Bob Gallagher showed an FA class suburban open ender car, and this turned out to be a bit of a surprise, as Bob finished the show with orders to produce them by the dozen. The big locomotive on our display was Ken Smith's partly constructed D58 class in brass. The whole display was a great success and members were kept fully occupied during the exhibition answering questions from the many thousands of people who visited the Town Hall.
On the Society's tracks at Railway Institute layout we have had quite a number of interesting items. Among them, Max Burke's OHG class guards vans, John Watson's GP9 diesel and Lionel Glendenning's passenger cars hauled by his 38 class. Ken Hodges has brought in his old time North American freight train hauled by a United Ma & Pa 2-8-0. Ken Smith has shown his Sydney suburban electric set which has been reworked from the Tri-ang model.
On November 3, we introduced a new timetable for operation of the layout, and this has proved to be a great success.
All of the HO group at the SMRC would like to wish the readers and members the best wishes for the Christmas season and the New Year.

Australasian Model Railroad Magazine

BACK NUMBERS

EVERY NUMBER IS NEW UNTIL YOU'VE READ IT!

The following back numbers are available:

No. 2 June/July, 1963.
25c Detailing the Loco Depot*
Scratch Building for Beginners.
No. 3 Aug./Sept., 1963.
25c New Uses for Old Rails.*
Let's Ride the S.G.R.
No. 6 Feb./Mar., 1964.
25c N.Z. North Line Locos.
Tips for Splicing Wire.
No. 7 April/May, 1964.
25c Relays for Model Railways.
Water Storage Tanks.
No. 8 June/July, 1964.
25c The Face Lift Treatment.
R.F. Lighting.
No. 9 Aug./Sept., 1964.
25c Prototype Station Plan.*
A Century of Steam.
No. 10 Oct./Nov., 1964.
25c Freelance Steam Railcar.
Lever Keys.
No. 11 Dec., 1964/Jan., 1965.
25c Build a CHG.
4-Wheel Reefer.
No. 12 Feb./Mar., 1965.
25c Hand Lettering Models.
Pine Trees.
No. 14 June/July, 1965.
25c Maintenance.
Wagon Loads.
No. 15 Aug./Sept., 1965.
25c Lining Models.
Hopper Wagons.
No. 16 October, 1965.
25c Plans, Maintenance and Building Articles.
No. 17 Nov./Dec., 1965.*
25c Constructing Diesel Shunters.
Beginners' Notebook.
No. 18 Jan./Feb., 1966.
30c Build an MRC.
Bogie Construction.
No. 19 Mar./April, 1966.
30c Streamlined Passenger Cars.
An Oil Depot.
No. 20 May/June, 1966.
30c A Ballast Wagon.
Switch Motors.
No. 21 July/Aug., 1966.
30c MHG Guard's Van.
Narrow Gauge Plans.
No. 22 Sept./Oct., 1966.
30c Wagons Galore.
Hints on Modelling.
No. 23 Nov./Dec., 1966.
30c Modelling with Silicon Rubber.
Taking Model Pictures.
No. 24 Jan./Feb., 1967.
30c A Mobile Carpenter's Workshop.
Making Loco Driving Wheels.
No. 25 Mar./April, 1967.
30c The Tin Hares of N.S.W.
Build Yourself a Dog Box.
No. 26 May/June, 1967.
30c Small Lineside Sheds.
Construct a Bolster Wagon.
No. 27 July/Aug., 1967.
30c Scenery the Easy Way.
Corrugated Iron by the Mile.
No. 28 Sept./Oct., 1967.
30c Scratchbuild an RU Wheat Hopper.
Building 4-wheeled Open Wagons.
No. 29 Nov./Dec., 1967
30c Convert 3 rail AC to 2 rail DC
Build a 44 class diesel
No. 30 Jan./Feb., 1968
30c Control panel wiring
Build Victorian Tt cars
No. 31 Mar./April, 1968
30c Scenery
C36 Class loco
No. 32 May/June, 1968.*
30c Victor Harbour
Planning in N scale
No. 33 July/August, 1968.
30c Build T class diesel
Simple turnout operation
No. 34 Sept./Oct., 1968.
30c Modelling from timber
Prototype layout
No. 35 Nov./Dec., 1968.
30c Build a rail motor
Modelling Puffing Billy
No. 36 Jan./Feb., 1969.
30c Building structures
Planning in N scale

Issues Marked * are in short supply.

ORDER NOW!

for Mailing Charges

1 copy, 5c — Each extra copy, 3c
Add Exchange to interstate cheques

POST YOUR ORDER TO:

S.C.R. PUBLICATIONS

P.O. Box 204, Kings Cross, N.S.W. 2011

HOBBY SHOP DIRECTORY

N.S.W. — SYDNEY

Biggest stock Marklin in Aust. New Marklin (Hamo) 2-rail will run on Peco, Fleischmann, Lima, Tyco, Tri-ang track.
Send S.A.E. for free Marklin catalogue. Every other brand in stock.

J. SEARLE & SONS — Est. 1897
315 Pitt Street, Sydney. 26-5737

N.S.W. — SYDNEY

All scale HO model requirements. Athearn — Rivarossi — Peco — Tri-ang. We specialise in brass locomotives.

HOBBYCRAFT
276 Illawarra Rd., Marrickville. 55-3580

N.S.W. — NORTH SYDNEY

Finest operational models in the world. Flywheel drive, centrifugal clutch. All 'N' and 'HO' supplies. Write or call in.

PROTYPE MODELS
67 Walker Street. 92 8060

Q'LAND — REDCLIFFE

Model railways are our business! Not only do we sell but we also service what we sell (if and when required). Tri-ang; Hornby-Dublo; Peco; Fleischmann; Minitrix; Playcraft; Pola; Lima; Lone Star; Superquick; Kibri Vollmer. These are some of our lines. See full range at

PENINSULAR MODEL RAILWAY MARKET
4 Bell St., Clontarf Beach, Q. 4019. (072)84-7907

Q'LAND — BRISBANE

Railways exclusively — Sell, Buy and Trade. ALL makes and any gauge — New and second-hand. Postal trade anywhere.

"THE IRON HORSE"
The Model Railroaders Supply Centre
33 Lowerson Street, Lutwyche. 4030
Brisbane

Q'LAND — INALA

Tri-ang, Peco, Playcraft, Lima, ATT, Rivarossi, K's, Arnold, SuperQuick, Hornby Track and Points. Free mail order with all orders over $2.

CIVIC CENTRE TOYLAND
Inala. 4077. Telephone 72 1555

Q'LAND — BRISBANE

Railways exclusively. Kumata—United —Tenshodo and all other Japanese makes. Large narrow gauge coverage.

AUSTRAL MODELCRAFT
101 Laura Street, Ekibin. 48 3377

S.A. — ADELAIDE

Model Railroad Headquarters in S.A. Tenshodo, Kumata, Peco, Faller, Rivarossi, etc.

BRIDGELANDS
91a Gawler Place. Phone 8-4297

VICTORIA — GISBORNE

Rivarossi — Tri-ang — Peco.
Prompt Mail Order Service.
Write for free price lists.

P.J.P. PRODUCTIONS
15 Hamilton St., Gisborne, 3437

Tell advertisers you saw it in A.M.R.M.

12 words for 30c. Extra words 2c each. Name and address free. Cash with copy. No charge to S.C.M.R.A. members. Closing date: 15th of preceding month (e.g. 15th July for August issue).

WANTED

O gauge equipment of any type wanted. Will pay cash, or will swap HO or N gauge items. Contact: A. Higgins, Hiron St., St. Lucia, Qld., 4067. Phone: (072)7-3802.

TENSHODO Santa Fe Hudson-type 4-6-4 locomotive, must be in good order. Apply: Howard Pettigrew, 21 Redmond St., Kew, Vic., 3101.

TRI-ANG R251 0-6-0 loco and tender, R754 0-4-4 loco. Peco track and points. Apply: G. Bambery, Chickadee Poultry Farm, Rockbank, Vic., 3335. Phone: 747-1203.

SHAY locomotives in any condition wanted for scratchbuilding. Write, giving details, to: A. Hough, 52 Shelley St., Sunnybank, Qld., 4109.

TRI-ANG Transcontinental series R353 Budd RDC, also R136 long box car. State price. Apply: D. S. Fisher, 29 Goode Rd., Port Pirie, S.A., 5540.

METAL-WORKING lathe, with basic tools, required by beginner in live steam. Also old live steam locomotive or engine. Back issues of "Model Engineer" purchased. All replies answered. Charles Nash, 148 Forest Rd., Arncliffe, N.S.W., 2205.

FOR SALE

TABLE layout — 50 x 28 inches, fully sceniced, with Tri-ang and Rokal equipment. Apply: Frank Slovnik, 57 Spofforth St., Cremorne, N.S.W., 2090.

O gauge (3 rail) Bassett-Lowke Southern Railway "Merchant Taylors" 4-4-0 locomotive and tender. Needs a little work. Ferris three car Sydney electric suburban set, with transformer. Offers for two weeks after publication. Apply most evenings, or write: Bryan Harriss, 3 Windsor Ave., Croydon Park, N.S.W., 2133.

COFFEE table layout, N gauge, fully sceniced. Atlas Arnold, Lima and Tempo equipment. Suitable as a Christmas gift. What offers? Apply: Frank Slovnik, 57 Spofforth Street, Cremorne, N.S.W., 2090.

MINT condition. Tenshodo Santa Fe F9 diesel, freight colour scheme, $35.00. Akane 0-6-0 USRA switcher, unpainted, $35.00. Four Athearn standard passenger cars $10.00 the lot, and 6 assorted Athearn freight cars $10.00 the lot. Apply: G. H. Kinnell, 2/63 Liverpool St., Dover Heights, N.S.W., 2030. Phone: (02)37-9187.

HORNBY-DUBLO 3 rail. Large assortment of equipment. Of value to three rail enthusiasts. Phone: (02)36-2211.

LARGE quantity of Tri-ang, Fleischmann locos and rolling stock, track and accessories. A number of Fleischmann, Tyco and Playcraft sets. Also K's kits and some Tri-ang TT. All new items to be cleared at half-price. Callers, only between 5 p.m. and 7.30 p.m., Monday to Friday, and between Noon and 7.30 p.m. Saturdays. W. Golding, 16 Boronia St., Belfield, N.S.W., 2191.

BOOKS and magazines, A.M.R.M., 1963 to 1968, 15 cents each. R.M.C., '65-'67, 30 cents each. M.R., '65-'68, 40 cents each. Purnell's Encyclopedia of Animal Life, issues 1-26, 30 cents each. Animals, 1967-68, 30 cents each. Modern World Book of Railways, 50 cents. Western Rail Trail, 50 cents. Boy's Book of Modern Railways, 50 cents. Eagle New Book of Trains, $1. Boy's Book of World Railways, 50 cents. All in good condition. Postage paid. Also A.R.H.S. Bulletins, 1962 to 1966. All in good condition. Postage paid. Apply: R. Dewsbury, Railway Crescent, Kangaroo Flat, Vic., 3555.

LIMA-N train set, complete. Loco 201 and three waggons and guard's van, battery controller, $8.00. J. Wilson, 87 Paton St., Revesby, N.S.W., 2212.

TRADE ANNOUNCEMENTS

MODEL Steam Locomotives, all gauges. Blueprints, castings. Illustrated Catalogue, $1.50, posted. From: O. B. Bolton, 70 King Street, Sydney, N.S.W., 2000.

N.S.W.R. prototype HO scale casings, at a price to suit the pocket. Available now, classes SRC, ABV, CV, four-wheel goods waggons. Price $1.20. Send S.A.E. for price list and details to: ECON-MODELS, 52 Eyre St., Malabar, N.S.W., 2036.

NOTICE:

This publication accepts no responsibility for the accuracy or reliability of articles or advertising contained herein, statements made or opinions expressed in papers or discussions, nor do we necessarily subscribe to the views expressed by contributors. Neither is any guarantee implied or expressed as to good conduct, or practice, of advertisers contained herein. This publication reserves, at all times, the right to refuse acceptance to all matter considered unsatisfactory for publication.

DEADLINE
NEXT ISSUE CLOSES
JANUARY 1

IMPORTANT

Readers are requested to note the new address for SCR Publications. It is:

P.O. BOX 204
KINGS CROSS, N.S.W. 2011

Please use this address for all correspondence.

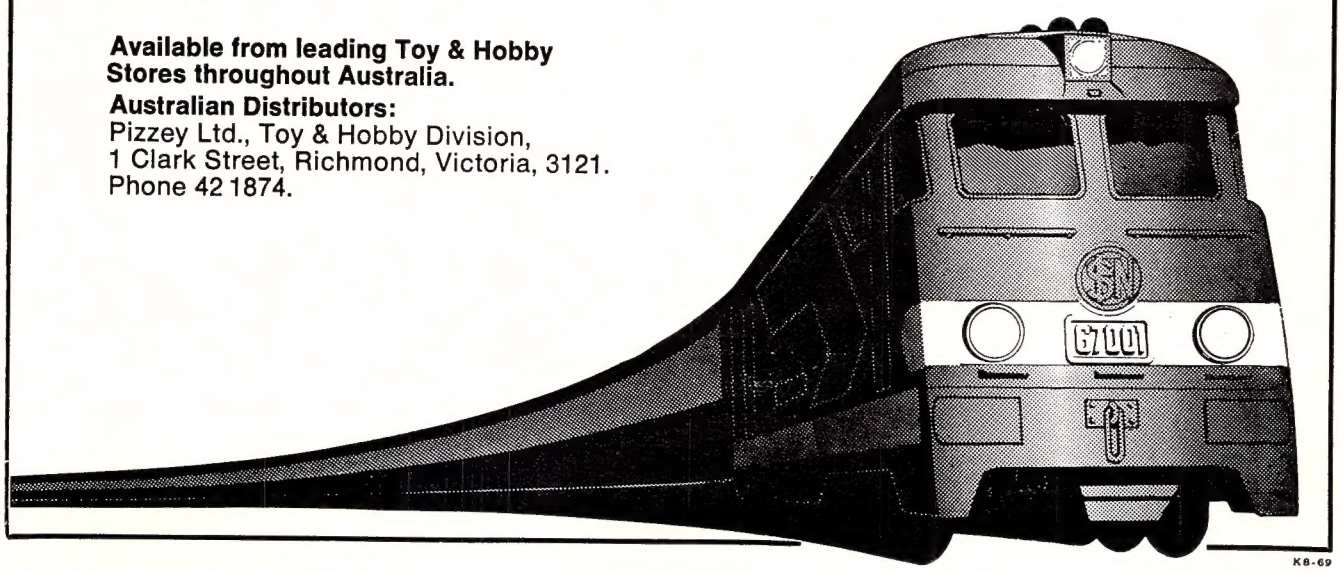
LimaRail

So realistic. Model trains at a very realistic price!

- Authentic American, British and Continental models.
- Locos and rolling stock sprayed and moulded with authentic markings in superb detail.
- Steam and electric locos with powerful motors — also real lights. (Test loco ran 2,500 miles non stop.)
- Electric locos can run off working pantograph.
- Wide range of carriages and trucks, all with metal wheels. (Test loco pulled 20 ft. train without slip.)
- Rugged track with sleepers and rails to exact scale.
- H.O. or mini N. gauge. Power or battery driven.

Available from leading Toy & Hobby Stores throughout Australia.

Australian Distributors:
Pizzey Ltd., Toy & Hobby Division,
1 Clark Street, Richmond, Victoria, 3121.
Phone 42 1874.



K8-69

The best known of all Flexible Tracks is PECO, for wherever Model Railways run — there is PECO! The Flexible Track is supported by a wide range of accessories, which you may see at a great many hobby, sports and toy shops in Australia. Whether your choice be HO/OO or N or 9mm Narrow Gauge or O Gauge, you have the family likeness in track with its Australian sleeper spacing.

Many modellers are now looking to N Gauge and they are attracted to the gauge because of the fine-looking PECO trackwork available. In N Gauge, track should be fastened down and not be allowed to float as it may do in HO/OO and larger.

Look to the list of well-priced Track, Pointwork and accessories in HO/OO and N Gauge. Then see your regular hobby shop and actually see these products. Foam Underlay for HO track may be in short supply for a while, but PECO advise it is again coming off the production line.

No.	Product & Qty. per pack	Price
N GAUGE:		
SL-300X	Track with nickel silver rails, 1 yd.	0.95
SL-391X	18in. radius R/Hd Points each	2.35
SL-392X	18in. Radius L/Hd Points each	2.35
SL-394X	Crossings (Long), each	2.85
SL-397X	Y Points, each	2.35
SL-388X	Points, 3ft. rad., R/Hd each	2.35
SL-389X	Points, 3ft. rad., L/Hd each	2.35
SL-310X	Metal Rail Joiners—pkt. of 24	0.40
SL-311X	Insulating Rail Joiners—pkt. of 12	0.35
SL-330	Uncouplers—pkt. of 2 (kit)	0.55
SL-340	Rail-built Buffer Stop Kits, pkt. of 2	0.35
Ask about Foam Underlays in stock and see the PECO N Gauge Ready-to-roll Plastic Rolling Stock Items (7) all uniformly priced at $1.35.		
HO/OO GAUGE		
TRACK:		
SL-100X	Track w/N.S. rail (1 yd.)	1.15
SL-100B	Track w/brass rail (1 yd.)	1.00
SL-102X	Track w/concrete sleepers (1 yd.)	1.15
POINTS:		
SL-88X	Right Hand Point, 5ft. rad. (1)	2.95
SL-89X	Left Hand Point, 5ft. rad. (1)	2.95
SL-90X	Double Slip, each	8.75
SL-91X	Right Hand Point, 2ft. rad. (1)	2.25
SL-92X	Left Hand Point, 2ft. rad. (1)	2.25
SL-93X	Short Crossings (24°) (1)	2.25
SL-94X	Long Crossing—12° Angle (1)	2.95
SL-97X	Y Point (1)	2.25
FIXINGS:		
SL-10X	Metal Rail Joiners (24)	0.40
SL-11	Insulating Rail Joiners (12)	0.35
SL-14	Track Fixing Pins (¼oz.)	0.30
SL-17	Stud Contact Strip for Track (6ft.)	0.45
SL-18	Stud Contact Strip for Points (4ft.)	0.45
SL-30	Uncouplers A/HD (1)	0.55
SL-32	Ballast Slopes—Cork (2)	0.50
SL-37	Track Cleaning Block (1)	0.35
	(1)	0.35
	(1)	0.30
SL-41	Buffer Stop Kit — sleeper built type (1)	0.40
POINT OPERATIONS: For all gauges		
SL-70	Point Motors (1)	1.25
SL-71	Adaptor Bases for same (1)	0.25
SL-72	Actuator Switches (1)	0.40
Ask about Foam Underlay.		

If your dealer is stumped, he is invited to, or you may, write to us for supplies.

AUSTRALIAN MODEL CRAFT CO.,

BOX 118, P.O. ALBURY, N.S.W. 2640

Phone: Albury 21-2473 :: **Telegrams: AMRIANA, Albury**